



# County of Los Angeles CHIEF EXECUTIVE OFFICE

713 KENNETH HAHN HALL OF ADMINISTRATION  
LOS ANGELES, CALIFORNIA 90012  
(213) 974-1101  
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA  
Chief Executive Officer

June 10, 2008

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Dear Supervisors:

**ADOPT RESOLUTION AUTHORIZING AN AMENDMENT TO  
GRANT CONTRACT NO. C0209639 FOR THE 2002 RESOURCES BOND ACT  
CALIFORNIA CLEAN WATER, CLEAN AIR, SAFE NEIGHBORHOOD  
PARKS AND COASTAL PROTECTION ACT OF 2002  
(ALL DISTRICTS) (3 VOTES)**

**SUBJECT**

Adopt Resolution authorizing an amendment to the County's grant contract for the 2002 Resources Bond Act California Clean Water, Clean Air, Safe Neighborhood Parks and Coastal Protection Act of 2002 (Proposition 40) to transfer funds to the City of Los Angeles for construction of the new Children's Museum of Los Angeles (Children's Museum).

**IT IS RECOMMENDED THAT YOUR BOARD:**

1. Certify that the County, as a responsible agency under the California Environmental Quality Act (CEQA), has independently considered and reached its own conclusions regarding the environmental effects of the proposed project and the Mitigated Negative Declaration and mitigation monitoring and reporting program adopted by the City of Los Angeles, as lead agency; determine that the documents adequately address the environmental impacts of the proposed project; find that the County has complied with the requirements of CEQA, with respect to the process for a responsible agency; and find that the project, with the incorporation of the mitigation measures, will not have a significant effect on the environment.

Board of Supervisors  
GLORIA MOLINA  
First District

YVONNE B. BURKE  
Second District

ZEV YAROSLAVSKY  
Third District

DON KNABE  
Fourth District

MICHAEL D. ANTONOVICH  
Fifth District

primary audience of families with children between the ages of two and 12 and will provide internship opportunities and advanced educational programs.

### **FISCAL IMPACT/FINANCING**

Approval of the recommended actions will reduce the County's Proposition 40 RZH allocation from \$19,705,276 to \$18,705,276. There is no impact to net County cost.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

The Proposition 40 RZH Block Grant Program is intended to meet the urgent need for safe, open, and accessible local parks and recreational facilities for increased recreational opportunities providing positive alternatives to social problems. It is also intended to maintain a high quality of life for California's growing population by providing a continuing investment in parks and recreation lands and facilities in urban and rural areas.

As a means of addressing these critical neighborhood recreation needs, the Proposition 40 RZH Block Grant Program provides \$19,705,276 in funds to the County to implement the program. The funds were allocated on a population based formula to cities, counties, and districts.

The grant shall be expended for high-priority projects satisfying the most urgent park and recreation needs, with emphasis on unmet needs in the most heavily populated and most economically disadvantaged area within each jurisdiction. The new Children's Museum meets this provision and serves communities, not only in the City, but the County as a whole.

County Counsel has approved the resolution as to form.

### **ENVIRONMENTAL DOCUMENTATION**

On May 24, 2000, the City, in its role as lead agency in matters pertaining to compliance with CEQA, adopted a Mitigated Negative Declaration and mitigation monitoring and reporting program (Enclosure A), and on June 20, 2000, filed a Notice of Determination with the Registrar-Recorder/County Clerk for the new Children's Museum project. In August 2005, the City prepared an Addendum to its adopted Mitigated Negative Declaration to address minor technical changes due a reduction in the project's scope (Enclosure B). In its role as a responsible agency, your Board must independently consider the environmental documents prepared by the lead agency and reach your own conclusions regarding the environmental effects of the proposed project. After having done so, it is recommended that your Board find that the project, with

The Honorable Board of Supervisors  
June 10, 2008  
Page 4

incorporation of the mitigation measures, will not have a significant effect on the environment.

**IMPACT ON CURRENT SERVICES (OR CONTRACTS)**

No County services will be impacted as a result of these actions.

**CONCLUSION**

Please return one adopted, stamped copy of the Board letter to my office.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "William T. Fujioka", with a long horizontal flourish extending to the right.

WILLIAM T FUJIOKA  
Chief Administrative Officer

WTF:DL:JSE  
DJT:SW:zu

Attachments

c: Auditor-Controller  
County Counsel

## **RESOLUTION**

### **2002 RESOURCES BOND ACT ROBERTI-Z'BERG-HARRIS BLOCK GRANT PROGRAM**

#### **RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES**

#### **AUTHORIZING THE COUNTY OF LOS ANGELES TO ENTER INTO AN AMENDMENT FOR CONTRACT NO. C0209639 WITH THE STATE OF CALIFORNIA FOR THE ROBERTI-Z'BERG-HARRIS BLOCK GRANT PROGRAM UNDER THE SAFE NEIGHBORHOOD PARKS, CLEAN WATER, CLEAN AIR, AND COASTAL PROTECTION BOND ACT OF 2002**

WHEREAS, the County of Los Angeles will enter into an Amendment to Contract No. C0209639 with the State of California to decrease the County's 2002 Roberti-Z'berg-Harris Block Grant Fund allocation from \$19,705,276 to \$18,705,276 to reflect the transfer of \$1,000,000 to the City of Los Angeles for the purpose of funding the construction of the Children's Museum of Los Angeles and for no other purpose.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Los Angeles hereby:

1. Approve the transfer of \$1,000,000 of the County of Los Angeles allocation of 2002 Roberti-Z'berg-Harris Block Grant Funds to the City of Los Angeles for the purpose of funding the construction of the Children's Museum of Los Angeles and for no other purpose Amendment to Contract No. C0209639 with the State of California under the 2002 Roberti-Z'berg-Harris Grant Program under the California Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Act of 2002; and
2. Authorize the Chief Executive Officer or his designee as agent to conduct all negotiations, and execute and submit all documents on behalf of the County of Los Angeles, which may be necessary for completion of this project, including, but not limited to execution of an amendment to Contract No. C0209639 with the State of California under the 2002 Roberti-Z'berg-Harris Grant Program under the California Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Act of 2002, to reflect said transfer.

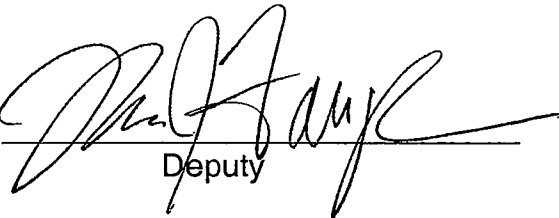
The foregoing resolution was on the \_\_\_\_\_ day of \_\_\_\_\_, 2008,  
adopted by the Board of Supervisors of the County of Los Angeles and ex officio  
the governing body of all other special assessment and taxing districts, agencies  
and authorities for which said Board so acts.

SACHI A. HAMAI, Executive Officer  
Clerk of the Board of Supervisors  
Of the County of Los Angeles

By \_\_\_\_\_  
Deputy

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.  
County Counsel

BY  \_\_\_\_\_  
Deputy

3W3  
2008 MAY 21 PM 3:19  
CITY ADMINISTRATIVE OFFICER

**FINAL  
MITIGATED NEGATIVE DECLARATION**

**Los Angeles Children's Museum  
Hansen Dam Site**

prepared for

**The City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
650 South Spring Street, Suite 700  
Los Angeles, California 90014**

prepared by

**Impact Sciences  
30343 Canwood Street, Suite 210  
Agoura Hills, California 91301**

**MAY 19, 2000**

# **FINAL MITIGATED NEGATIVE DECLARATION**

**Los Angeles Children's Museum - Hansen Dam Site  
May 19, 2000**

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**INTRODUCTION**

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**MITIGATED NEGATIVE DECLARATION  
AND REVISED INITIAL STUDY**

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**RESPONSE TO COMMENTS**

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# INTRODUCTION

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CITY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS  
FINAL MITIGATED NEGATIVE DECLARATION

Los Angeles Children's Museum - Hansen Dam Site

Introduction to Final Mitigated Negative Declaration

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**Purpose**

This document is the Final Mitigated Negative Declaration prepared for the proposed Los Angeles Children's Museum Relocation and Expansion project. A Draft Initial Study supporting a Proposed Mitigated Negative Declaration was prepared for the project. The Proposed Mitigated Negative Declaration and Initial Study was circulated for public review from April 13, 2000, through May 18, 2000. A total of approximately 261 comments were received during the public review period. These include a petition opposing the project signed by 91 people, 142 letters of support, a petition signed by 19 people in support of the project, and 9 other letters.

This Final Mitigated Negative Declaration assembles all the environmental data base and analysis that have been prepared for the proposed project, including public comments on the Draft Initial Study, and responses by the City of Los Angeles Department of Public Works to those comments. The intent of the Final Mitigated Negative Declaration is to provide a forum to air and address comments pertaining to the analysis contained in the Initial Study, and to provide an opportunity for clarification, corrections, or minor revisions to the Initial Study as needed.

The evaluation and response to public comments is an important part of the California Environmental Quality Act (CEQA) process as it allows the following:

- 1) The opportunity to review and comment on the methods of analysis contained in the Initial Study;
- 2) The ability to detect any omissions which may have occurred during the preparation of the Initial Study;
- 3) The ability to check for accuracy of the analysis contained within the Initial Study;
- 4) The ability to share expertise; and,
- 5) The ability to discover public concerns.

**Process**

Pursuant to Sections 15074 and 15088 of the State CEQA *Guidelines*, as amended, the City of Los Angeles Department of Public Works, as a lead agency for the project, has reviewed all comments received on the Proposed Mitigated Negative Declaration and Initial Study. The Department of Public Works took several steps to ensure that all interested parties had an opportunity to comment on the Proposed Mitigated Negative Declaration and Initial Study, pursuant to Article 6 Negative Declaration Process of the CEQA Guidelines (Section 15070 et seq.). For example, a Public Review and comment period was set from April 13, 2000, through May 5, 2000, and was further extended till May 18, based on the recommendation of the Governor's Office of Planning and Research. Further, a Notice of Intent to Adopt a Mitigated Negative Declaration and a Notice of Availability was sent to all interested agencies, persons and individuals. The Notice of Availability was also published in the Los Angeles Times on April 13, 2000. In addition, an informational meeting was held on April 25, 2000, to provide information and answer questions from the public and other agencies regarding the proposed project, the project site, potential environmental impacts and proposed mitigation measures. Further, a "Response to Comments" section is included in this document, which contains responses to all written and verbal comments received during the public review and comment period. Based on the public review process, any revisions to the Draft Initial Study has been presented in this Final Mitigated Negative Declaration in revision mode text (i.e., ~~strike through~~ and/or double underline).

**MITIGATED NEGATIVE DECLARATION  
AND REVISED INITIAL STUDY**

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**MITIGATED NEGATIVE DECLARATION  
AND  
REVISED INITIAL STUDY  
Los Angeles Children's Museum  
Hansen Dam Site**

**prepared for**

**The City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
650 South Spring Street, Suite 700  
Los Angeles, California 90014**

**prepared by**

**Impact Sciences  
30343 Canwood Street, Suite 210  
Agoura Hills, California 91301**

**MAY 19, 2000**

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CITY OF LOS ANGELES CITY CLERK'S USE  
OFFICE OF THE CITY CLERK  
ROOM 615, CITY HALL EAST  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT

## MITIGATED NEGATIVE DECLARATION

(Article V, City CEQA Guidelines)

FORM RP 1-1-91

**LEAD CITY AGENCY AND ADDRESS:**

City of Los Angeles Department of Public Works, Bureau of Engineering  
Environmental Management, Program Management Division  
Proposition K - LA For Kids Program  
650 S. Spring Street, Suite 700  
Los Angeles, CA 90014

**COUNCIL DISTRICT:**

7

**PROJECT TITLE:** Los Angeles Children's Museum - Hansen Dam Site

**CASE NUMBER:**

BE-118-00

**PROJECT LOCATION:**

The site is located at the northern boundary of the Hansen Dam Recreation Area in the northeastern San Fernando Valley. Specifically, the location of the site is at the south side of Foothill Boulevard, along the south side of Osborne Street, just east of Stonehurst Avenue.

**PROJECT DESCRIPTION:**

The proposed project entails relocation and expansion of the existing Los Angeles Children's Museum from downtown Los Angeles. Project implementation would involve the construction and operation of a proposed 2-story, 80,000 square-foot children's museum, parking, landscaping and appurtenances. Based on comments received during the public review process, the Children's Museum Board is considering two museums at two different sites, one at the subject site (Hansen Dam), and the other in the Central Avenue Art Park area of downtown Los Angeles.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:**

Los Angeles Children's Museum  
310 N. Main Street  
Los Angeles, CA 90012

**FINDING:**

The City of Los Angeles Department of Public Works has determined that this project will not have a significant effect on the environment for the following reasons:

The Initial Environmental Study prepared for the project concluded that there would be no unavoidable significant environmental impacts resulting from project implementation. Attached is a copy of the Initial Study documenting the reasons to support the finding of no significant effect on the environment. The Initial Study has been revised in response to comments received on the Proposed Mitigated Negative Declaration and Initial Study during the public review period.

**•SEE ATTACHED SHEET (S) FOR ANY MITIGATION MEASURES IMPOSED.**

Any written objections received during the public review period are attached together with the responses of the lead City Agency.

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.**

**NAME OF PERSON PREPARING THIS FORM:**

Neil L. Drucker

**TITLE:**

Environmental Supervisor II,  
Program Management Division

**TELEPHONE NUMBER:**

(213) 847-8695

**ADDRESS:**

Department of Public Works  
650 S. Spring Street  
Los Angeles, CA 90014

**SIGNATURE (OFFICIAL):**

*Neil Drucker*

**DATE:**

May 19, 2000

## MITIGATION MEASURES

1. Prior to any construction activity on the site, an audit shall be performed to confirm the site's historical use as a gasoline station. If this audit confirms that the site was previously developed with a gasoline station, then a Phase II site assessment shall be conducted to identify the presence or absence of contaminated soil and groundwater on site. If necessary, the Phase II shall include recommendations on the removal, disposal, and treatment of any contaminated soil or groundwater. All measures contained in that report shall be included in the construction specifications and implemented during project construction.

CITY OF LOS ANGELES  
REVISED INITIAL STUDY  
Los Angeles Children's Museum  
Hansen Dam Site

## INTRODUCTION

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The Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 as amended and the *CEQA Guidelines*.

Section 15063(c) of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency, in this case the City of Los Angeles, with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
  - a. Focusing the EIR on the effects determined to be significant;
  - b. Identifying the effects determined not to be significant;
  - c. Explaining the reasons why potentially significant effects would not be significant; and
  - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of a project's environmental effects;
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

According to Section 15063(b)(1) of the *CEQA Guidelines*, if the lead agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency shall do one of the following:

1. Prepare an EIR;
2. Use a previously prepared EIR which the lead agency determines would adequately analyze the project at hand; or
3. Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

### Project Background

As part of a campaign to promote the arts and culture to youth, the City of Los Angeles is seeking to support the expansion of the existing Los Angeles Children's Museum. Due to constraints at the existing site (i.e., parcel size, surrounding land uses, location, parking, etc.), the Museum formed a committee to locate a new site where expansion is feasible. Site selection criteria are principally based on a need to find a location that is central for the children of Los Angeles. The ideal site should be user friendly, relatively easy to get to via public transportation, freeways and major thoroughfares, and provide relatively equal service and access for the San Fernando Valley, South Central Los Angeles, East Los Angeles, and West Los Angeles. The ideal site should also provide "outdoor" space so that activities could take advantage of climatic conditions in southern California, and have surrounding land uses that are compatible with other children's activities.

Four sites are currently under consideration. These are identified as the Hansen Dam Recreation Area site, the North Hollywood Redevelopment Area site (near the MTA Station), the Orthopedic Hospital site in southeast Los Angeles, and the Art Park site in downtown Los Angeles. Two other sites, one located near Olvera Street in downtown Los Angeles and the other located within Exposition Park, were also considered, but are on hold at the present time, pending a determination of site availability.

## PROJECT INFORMATION

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1. Project Title

Los Angeles Children's Museum

2. Lead Agency Name and Address

City of Los Angeles Department of Public Works  
Bureau of Engineering, Program Management Division  
Environmental Management  
650 S. Spring Street  
Suite 700, Mail Stop 549  
Los Angeles, CA 90014

3. Contact Person and Phone Number

Neil Drucker, Proposition K - LA for Kids Program  
(213) 847-8695

4. Project Location:

As shown in Figures 1 and 2, the approximately 1.6-acre<sup>1</sup> site is located at the northern boundary of the Hansen Dam Recreation Area in the northeastern San Fernando Valley. Specifically, the location of the site is at the south side of Foothill Boulevard, along the south side of Osborne Street, just east of Stonehurst Avenue. The site is a Department of Recreation and Parks owned site, which has also been proposed for an Environmental Awareness Center. If this site is selected the Children's Museum project would include an environmental awareness component. The site is adjacent to the proposed Lakeview Terrace Branch Library (formerly Sunland Branch Library), which is to be constructed at 12002 Osborne Street, a Library Department owned parcel. The site is located approximately one-quarter mile south of the 210 (Foothill) Freeway.

5. Project Sponsor's Name and Address

Los Angeles Children's Museum  
310 North Main Street  
Los Angeles, CA 90012

6. General Plan Designation

The property is located within the Sunland-Tujunga-Lake View Terrace-Shadow Hills Community Plan area (Sunland Community Plan). The site is designated as highway oriented commercial.

7. Zoning

The zoning for the site is limited commercial (CR).

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)

The proposed project entails the expansion and relocation of the existing Los Angeles Children's Museum. Project implementation would involve the construction and operation of a new Children's Museum. Components of the project would include an approximately 80,000 square-foot structure consisting of two floors, outdoor ancillary facilities, landscape areas and access drives including bus pick-up and drop-off areas.

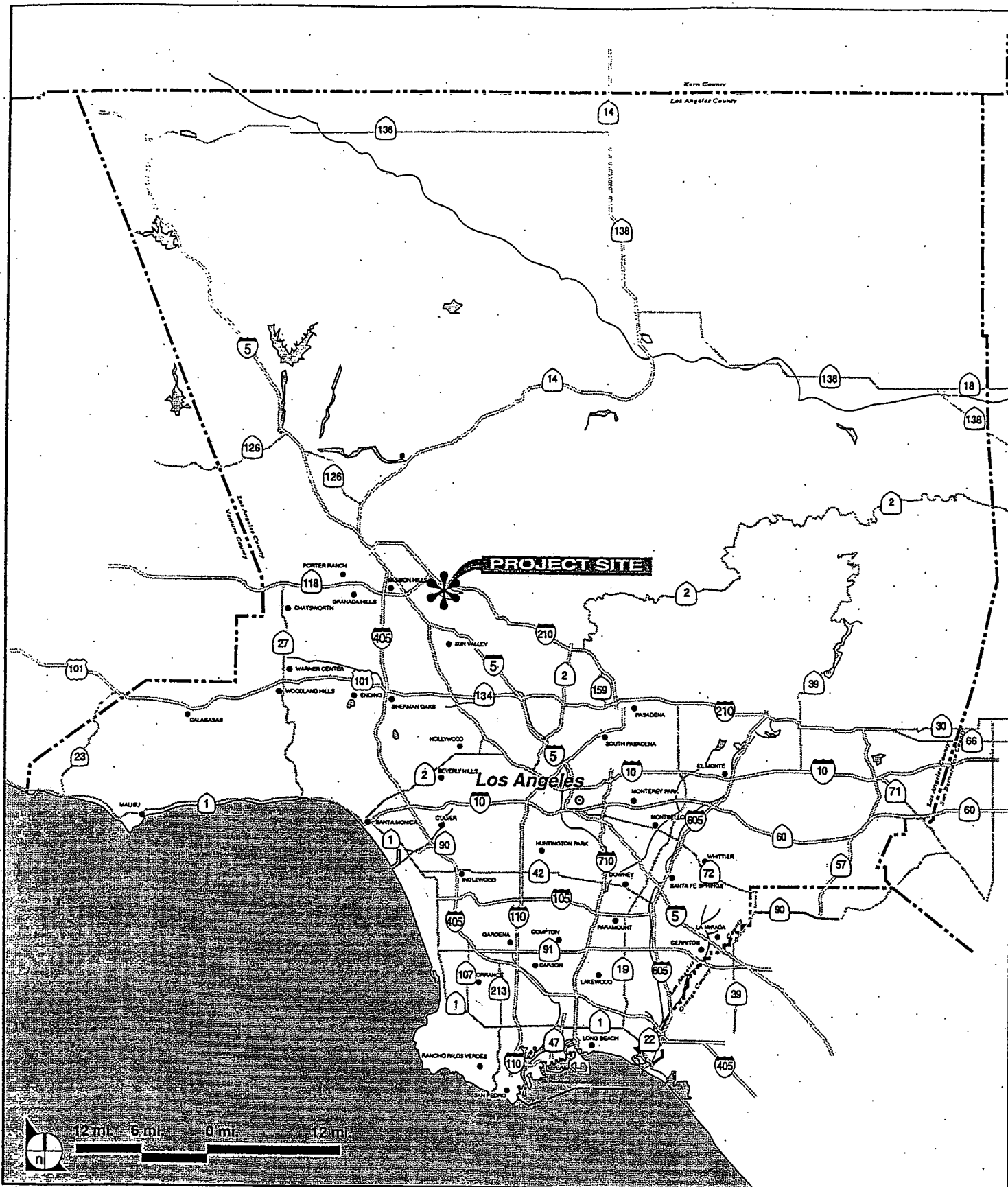
Existing Facility

The existing Children's Museum is an institutional use that focuses on the promotion of the arts and culture to youth, and is located in downtown Los Angeles, California. The Museum provides interactive exhibits that permit children to relate with the exhibits instead of merely viewing them. The facility functions as a "low-tech" experience permitting the children to explore and discover rather than being told what their experiential participation should be. The Museum also contains a "black box." A black box is a space that can be used for play, plays, presentations, entertainment, and other activities.

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<sup>1</sup> The size of the site includes approximately 15,000 square feet of a portion of the proposed library site and a vacated portion of Stonehurst Avenue.





SOURCE: Impact Sciences, 10/99.

FIGURE 1

Regional Location

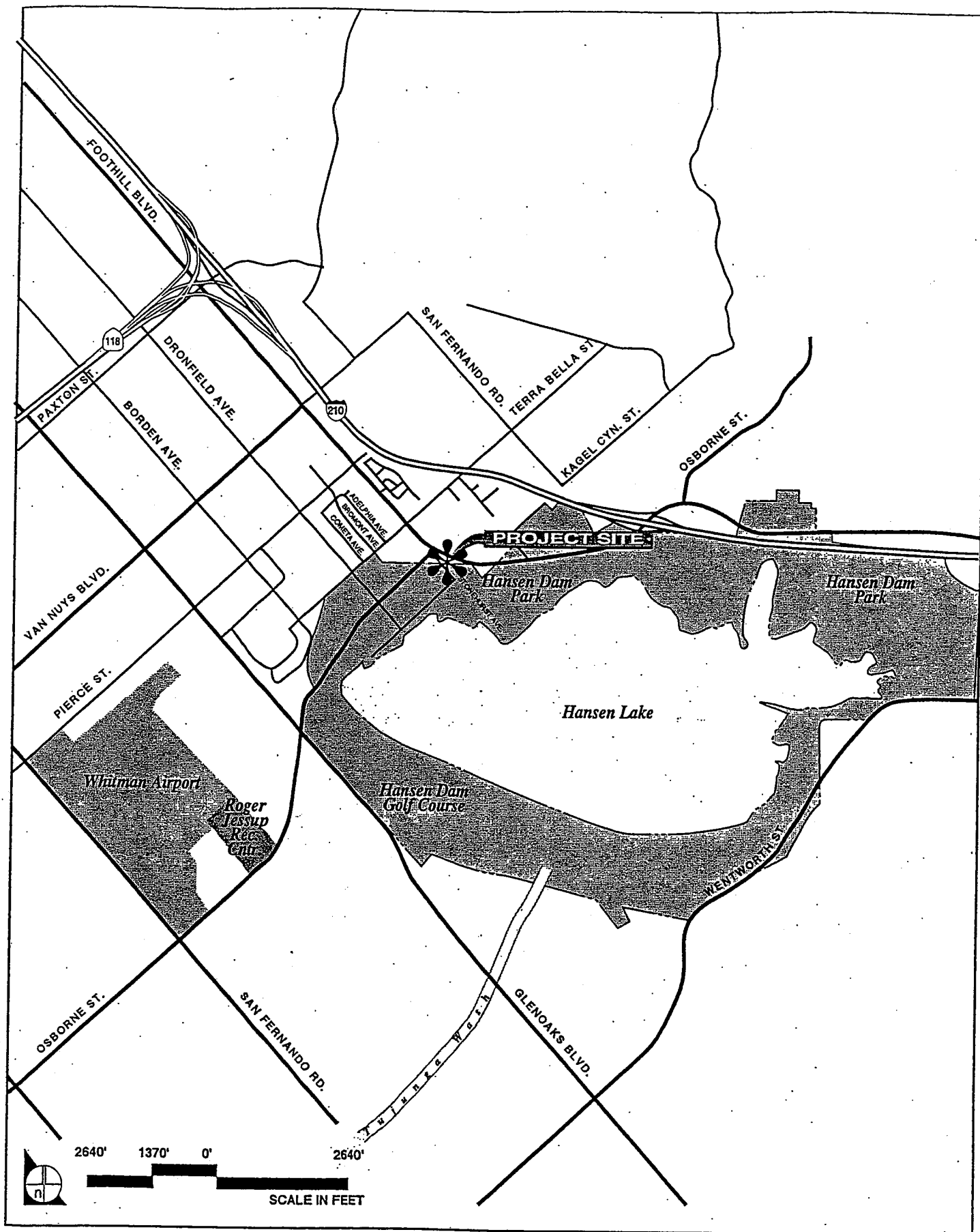


FIGURE 2

Site Vicinity

The existing museum has been in operation for 19 years. The Museum, in its current location, occupies 17,000 square feet of exhibit, administrative and storage space. By comparison, the children's museum in Indianapolis is approximately 220,000 square feet; the existing Los Angeles Children's Museum facility is grossly inadequate for a metropolis the dimensions of Los Angeles.

### Project Objective

The objective of the proposed project is to site, design and construct a new facility to accommodate the ever-increasing demand for educating children about arts and culture. The existing facility will remain as a children's museum. However, the primary function of the existing facility will be focused on educating children about "how the City works."

### Development Proposal

The project is seeking to develop a vacant, approximately 1.6-acre (69,696 square feet) site with a two-story museum building. The building footprint would be approximately 40,000 square feet, and the total museum space would be approximately 80,000 square feet. Of this total space, approximately 60 percent would be devoted to exhibit and front-of-house space. Approximately 30 percent of the building would be devoted to administrative uses. The remaining 10 percent would be devoted to storage. The remainder of the project site outside the building footprint (i.e., 69,696 sf - 40,000 sf = 29,696 sf) would be used for employee and visitor parking, bus-turnaround, access drives and other ancillary uses. The site is a Department of Recreation and Parks owned site, which also has been proposed for an Environmental Awareness Center. If this site is selected, the Children's Museum project would include an environmental awareness component, as well as Park Ranger administrative office/display areas and an information kiosk. Based on comments received during the public review process, the Children's Museum Board is considering two museums at two different sites, one at the subject site (Hansen Dam), and the other in the Art Park area of downtown Los Angeles.

### Design and Construction Schedule

The design of the proposed project is anticipated to commence as soon as possible after completion of environmental review, approval by the lead agency, execution of a long-term lease for the site, and securing of funding for the project, and would be completed after two years. A design competition would be used as a method of developing detailed plans for exterior and interior uses. The Architectural Selection Committee would be chaired by Ira Yellin, and the Jury would be composed of Mr. Steven Roundtree of the Getty Museum, Mr. Richard Kashalek of the Museum of Contemporary Art, Mr. Steven Levine of the California Institute of the Arts and the Deans of the Schools of Architecture from the University of Southern California (USC) and the University of California Los Angeles (UCLA). Construction and outfitting is anticipated to take 12 to 18 months. The new Children's Museum is expected to open for operation during the spring of 2002.

### Operation

Ultimately, the new Children's Museum would employ approximately 40 persons for its daily operations. Operating hours are expected to remain unchanged from the existing museum. During the school year, which runs from September through June, the new Museum will be open on weekdays to student tour groups only. Generally, two scheduled sessions will be available for student tour groups. These are 9:15 a.m. to 11:00 a.m. and 11:15 a.m. to 1:00 p.m. The size of the tour groups would range from 100 to 300 students per session, for a total maximum of 600 students per day. Students are expected to be bused to the Museum during the scheduled tour sessions. The Museum will be open to the general public only on weekends during the school year. At this time, the Museum is open from 9:00 a.m. to 5:00 p.m.<sup>2</sup>

During the summer months when school is not in session, the Museum will be open seven days a week. Hours of operation during this period are 9:00 a.m. to 5:00 p.m. during the week, and 10:00 a.m. to 5:00 p.m. on weekends.

### 9. Surrounding Land Uses and Setting (Briefly describe the project's surroundings.)

The project site is located within the Hansen Dam Recreation Area, which is within the Sunland-Tujunga-Lake View Terrace-Shadow Hills Community Planning District of the San Fernando Valley. Regional access is provided by the 210 (Foothill), 118 (Ronald Reagan), and 5 (Golden State) Freeways. The site is near the base of the Angeles National Forest.

Land uses surrounding the site include multi-family to the north (Hansen Village Apartment Complex), landscaped, open space/picnic areas within Hansen Dam Recreation Area to the east and south, and a vacant lot to the west. The site itself is a vacant lot devoid of landscaping. The project site is presently owned by the City of Los Angeles Department of Recreation and Parks. The site also has been proposed for an Environmental Awareness Center. If this site is selected, the Children's Museum project would include an environmental awareness component. The site is adjacent to the proposed Lakeview Terrace Branch Library which is to be constructed at 12002 Osborne Street, a Library Department owned parcel.

<sup>2</sup> They Ta, City of Los Angeles Children's Museum, telephone interview, June 5, 1998.

10. Other public agencies whose approval maybe required (e.g., leases, permits, financing approval, or participation agreement):

- Los Angeles City Council
- Los Angeles City Department of Recreation and Parks
- City of Los Angeles Planning Department, Environmental Review Unit
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Transportation
- City of Los Angeles Department of Cultural Affairs.
- City of Los Angeles Department of Building and Safety
- City of Los Angeles Fire Department
- City of Los Angeles Board of Recreation and Parks
- City of Los Angeles Planning Commission

**DETERMINATION****Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the analysis on the following pages.

<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Transportation/Circulation	<input type="checkbox"/> Public Services
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Geophysical	<input type="checkbox"/> Energy and Mineral Resources	<input type="checkbox"/> Aesthetics
<input type="checkbox"/> Water	<input checked="" type="checkbox"/> Hazards	<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Recreation
	<input type="checkbox"/> Mandatory Findings of Significance	

**Determination.**

On the basis of this initial evaluation:

The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

The project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

The proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the following pages, if the effect is a "potentially significant impact" or potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐

Signature

Neil Drucker

Printed Name

May 19, 2000

Date

Vitaly B. Troyan, P.E. City Engineer

For

## ENVIRONMENTAL IMPACTS

## Explanation of Evaluations:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

## Evaluation of Environmental Impacts:

I. LAND USE AND PLANNING. <i>Would the proposal:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be Incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Disrupt or divide the physical arrangement of an established community (including a low income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its future development. The general plan must contain seven elements, including land use, circulation, housing, conservation, open space, noise and safety. In addition to these, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. The role of the general plan is to act as a "constitution" for development, the foundation upon which all land-use decisions are based. It expresses community development goals and embodies public policies for the community. The City of Los Angeles is a large metropolitan area with diverse characteristics manifested in 35 distinct geographic areas. In fulfillment of the State's requirements, the City's General Plan contains community plans which establish land use policy and standards for each of the 35 geographic areas in order to better address the needs and character of such a large City. In short, the policies and standards within each community plan are specifically directed to development in that particular geographic area, and reflect all the required elements of the General Plan.

The proposed project is located within the Sunland-Tujunga-Lake View Terrace-Shadow Hills Community Plan area (Sunland Community Plan). This Community Plan represents the focused land use planning document that regulates land uses in the project area. The Sunland Community Plan contains policies and standards from the City's generalized General Plan Elements such as Open Space Plan and Conservation Plan, and focuses them more narrowly on the environmental and land use characteristics unique to this specific portion of the City. The Sunland Community Plan designates the project site as highway oriented commercial. The site was originally approved as the location of the Environmental Awareness Center. If this site is selected, the Children's Museum project would include an environmental awareness component.

The zoning classification for the site is limited commercial (CR). Allowable uses include, but are not limited to, banks or financial institutions, club or lodge, museum or library, school or educational institution, office, church, parking, playground, or community center. Given that the proposed project is consistent with the uses allowed by the General Plan and Zoning designation for the site, no significant impacts are anticipated.

- b. As shown in "a" above, the proposed project would not conflict with applicable environmental plans and policies (i.e., Sunland Community Plan or City Planning and Zoning Code) adopted by agencies with jurisdiction over the project. Therefore, no impacts are anticipated under this category.
- c. The project site is a vacant lot located along a major transportation corridor. No sensitive land uses are located west of the property (vacant lot and commercial). Open space and recreational uses are located immediately to the east and south within the Hansen Dam Recreation Area. Hansen Dam provides a variety of recreational opportunities in the form of open play area, water sport, and picnic activities. The construction of a museum at this location would prove complementary to existing uses within this recreation area. North of the project site opposite Foothill Boulevard is a multi-family apartment complex, which is partially screened from the project site by a perimeter wall and covered parking stalls. Human presence and activity associated with the operation of the proposed museum would be similar in nature to recreational activity generated by users of the Hansen Dam Recreation Area. Since the apartment complex would be screened from the proposed project by the existing wall and parking area for the apartment complex, no significant land use impacts would occur.
- d. There are no agricultural resources or activities on or in the vicinity of the proposed project site. As a result, no impacts are anticipated under this category.
- e. The project site is currently vacant, and project implementation would neither divide nor disrupt the arrangement of any established community.

Further Study Required:

None.

II. POPULATION AND HOUSING. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significa nt Impact	No Impact.
a. Cumulatively exceed official or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. The proposed project does not include a residential component. As a result, project implementation would not directly impact official or local population projections of the City.
- b. The proposed project is not anticipated to result in substantial growth-inducing effects since it involves the relocation of an existing institutional facility. However, an insignificant increase in the number of visitors (i.e., children) to the project vicinity is anticipated to result from project operation. During construction, the work force is anticipated to be drawn from the existing labor pool in the Los Angeles County area. Operational work force would increase incrementally from the current full-time work force of approximately 18 employees to 40 full-time employees. Some minor addition of new part-time staff would also occur. However, this increase in staff is not considered to be a significant impact when compared with the existing labor pool.
- c. No housing units currently exist on site, so no impacts would occur under this category.

Further Study Required:

None.



III. GEOPHYSICAL. Would the proposal result in or expose people to potential impacts involving:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Seismicity: fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Seismicity: ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Seismic ground failure including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Seismicity: Seiche or tsunami?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Landslides or mudslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. Geologic studies have found that the Los Angeles Basin (inclusive of the project site) is a geologically complex area with over 100 active faults. Studies completed since 1994 indicate that the six major fault systems in the Los Angeles area are capable of generating large earthquakes. Studies have shown that the nearby area could be affected by moderate to large earthquakes (magnitude 6.5 to 7.5) on the nearby Verdugo, Hollywood, Sierra Madre, San Fernando and San Andreas Faults. The fault closest to the project site is the San Fernando Fault.

The proposed project will comply with all local and regional codes and regulations pertaining to the protection of people and property from seismic hazards. Standard mitigation for ground shaking and fault rupture effects is provided through enforcement of structural and non-structural seismic design provisions defined in the Uniform Building Code (UBC) and related City codes and regulations. These codes are updated every three years and, through this update process, will incorporate new design provisions as needed. Application of these design provisions to the proposed project will mitigate potential effects of fault rupture in the project area to a level considered less than significant.

- b. The project site lies in a seismically active region and is subject to ground shaking from an earthquake event along major active regional faults. However, proposed uses are transient as people will only congregate at the facility periodically when the museum is open. Moreover, patrons and employees would mostly be residents of southern California who are already exposed to earthquake related hazards by virtue of their resident location.

In addition, the proposed project would incorporate design features of the UBC that minimize structural failure during an earthquake. Project implementation is, therefore, not anticipated to increase the risk of exposure of people to impacts from seismic ground shaking. As a result, impacts under this category are considered less than significant.

- c. According to Bureau of Engineering maps for the City of Los Angeles, surficial soils consist of recent quaternary alluvium made of generally unconsolidated stream deposits of sand, silt, and gravel from the nearby San Gabriel Mountains. Based on the type of soils, and the location of the site within the historic flood plain of the Big Tujunga Wash, there is the potential for liquefaction. Liquefaction refers to an unstable condition in which water-saturated soils are transformed from a solid to semi-solid state due to sudden shock or strain. Major factors influencing liquefaction are groundwater level, soil type, relative density, loading conditions, ground acceleration and duration of shaking.

The proposed project will comply with all applicable local and regional codes and regulations, and project design will incorporate City-approved geotechnical recommendations for site development. Any risk of seismic ground failure and liquefaction is, therefore, anticipated to be reduced to a level of insignificance.

- d. The project site is not located close to the ocean. The closest water body to the project site is the Hansen Lake/Dam, which is located approximately one-quarter mile east of the site and physically separated from the site by roadways, a flood control channel, and open space. In addition, Hansen

Dam is located at a lower elevation than the site (1,000 feet versus 1,083). The risk of a tsunami or a seiche to occur in the project area is, therefore, very remote. In addition, the site is not in proximity to any known volcano, so the threat of volcanic eruption is non-existent. No adverse impacts are, therefore, anticipated with project implementation.

- e. The topography of the site and its immediate built environment is relatively flat, and is devoid of any distinctive landforms. Site elevation is approximately 1,083 feet above mean sea level. Given the relatively flat nature of the site, and the amount of impervious surfaces in the area due to surrounding developments, there is no potential for significant landslides or mudflow impacts.
- f. Construction activity associated with site development may result in wind- and water-driven erosion of soils. This impact is considered short-term in nature as the site would be landscaped and would contain hardscape surfaces upon completion of development. The use of required Best Management Practices (BMPs) on the construction site would reduce any impact to a less than significant level.
- g, h. The project site is fairly flat and vacant. Site development will involve minor earthwork as a result of construction activity. No changes to geologic substructures are expected to occur as a result of project implementation. The proposed project will comply with all applicable local and regional codes and regulations, and project design will incorporate City-approved geotechnical recommendations for site development. Therefore, no impacts are anticipated under these categories.
- i. The site is located within the Transverse Range Geomorphic Province, and is located at the base of the San Gabriel Mountains. However, the project site is flat, and is located within a developed portion of the San Fernando Valley. There are no unique geologic or physical features located directly on site. Therefore, no impacts are anticipated under this category.

Further Study Required:

None.

IV. WATER. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people or property to water-related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. The project site is vacant with no structures or impervious surfaces. However, the site is located in a developed area, which contains an existing storm water collection and conveyance system. Site development would result in a lower level of permeability than the existing condition of the site, thereby requiring more storm water to be collected and drained into the adjacent storm drains where it ultimately outfalls to the Los Angeles River. In the 1930s, the U.S. Army Corps of Engineers undertook a series of flood control improvements such as lining most of the river with concrete and constructing a series of flood control dams throughout the valley.

As part of the proposed project, project stormwater drainage plans must be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans must meet all design requirements for detention and release of run-off so that no impact to downstream facilities would occur. In addition, during construction, the project will be required to implement standard Best Management Practices (BMPs) for small construction sites. Implementation of required BMPs would substantially reduce erosion, deposition and related effects. Based on the above, impacts under this category are anticipated to be less than significant.

- b. The project site is located in the historic flood plain of the Tujunga Wash, but is not located in either the 100-year or 500-year flood plain.<sup>3</sup> The potential for flooding to occur in the project area is therefore, minimal. Project design will comply with all applicable codes and regulations pertaining to flood control in the project area. Based on the above, no significant impact is anticipated.

- c-e. The project site is located in a developed area of the northeast San Fernando Valley. No surface waters exist on the site. However, Hansen Lake is located within one-quarter mile to the east, and on a higher elevation from the site. The site and surroundings are served by an existing storm drain system which outfall ultimately to the Los Angeles River. The Los Angeles River drains the San Fernando Valley, the Los Angeles Basin, and parts of the San Gabriel Valley, all of which are urbanized areas. Accordingly, the Los Angeles River contains urban runoff with contaminants such as oil, grease, particulates, metals and solvents. The City of Los Angeles has been issued a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges. The State Water Resources Control Board and the Regional Water Quality Control Board are responsible for administering the NPDES program on behalf of the U.S. EPA.

The project does not utilize or store hazardous materials as part of operational activity, so water quality impacts associated with project operation would be limited to those associated with motor vehicles. The primary source of contaminants would be oil, grease and particulates emitted by buses

<sup>3</sup> Federal Emergency Management Agency, *Flood Insurance Rate Map Panel # 065043 0675B*, July 1998.

and patron's vehicles. However, the project would be subject to the requirements of the NPDES permit during both construction and operation. As part of this permit process, the project is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) containing design features and best management practices (BMPs) appropriate and applicable to the project. The SWPPP will address material storage and handling procedures, equipment operation, storage, maintenance, and repair procedures, construction site cleanliness, and erosion control measures. Further, operation of the museum would not involve the discharge of cooled/heated water into the Los Angeles River or any other surface waters. Finally, the proposed project will neither change the amount of surface water nor change the currents, course or direction of water movements in any surface water. Based on the above, no impacts are anticipated under these categories.

- f-h. The project site is located within the San Fernando subarea of the upper Los Angeles River Groundwater Basin. Los Angeles County groundwater contour maps indicate that groundwater beneath the site is at approximately 1,000 feet above mean sea level, or roughly 83 feet below the ground surface elevation of 1,083.<sup>4</sup> The proposed project will not cause any groundwater withdrawal or discharge to groundwater. Grading and earthwork activities will not extend to the depth of the water table in the area. Water needed for construction and operation of the proposed project, like all other projects in the general area, will be supplied by the City of Los Angeles Department of Water and Power, which receives most of its water from the State Water Project. As a result, no impacts are anticipated under these categories.

Further Study Required:

None.

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<sup>4</sup> City of Los Angeles Bureau of Engineering, Hazardous Materials Initial Site Investigation (Osborne Street Acquisition of 12002), June 1997.

V. AIR QUALITY. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significa nt Impact	No Impact
a. Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a. Development of the proposed project would generate air emissions from a variety of stationary and mobile sources. On-site construction activities and equipment, and consumption of natural gas and electricity would generate stationary source emissions once the proposed use is occupied. Mobile source emissions would be generated by motor vehicle travel associated with construction activities and occupancy of the proposed development.

Project development would require site preparation to establish drainage patterns, dig trenches for utilities, and to construct the foundation. During this time, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition, fugitive dust would be generated by grading and construction activities.

Construction emissions for new developments are usually associated with grading and earth-work. During construction, it is difficult, if not impossible, at this stage, to precisely quantify the daily and quarterly emissions associated with the proposed construction activities on the approximately 1.6-acre lot. Until detailed grading and infrastructure plans are prepared for the project, the level of information needed to execute a highly detailed construction emissions model for the project is unavailable. More typical at this stage of development planning and CEQA review (i.e., Initial Study) is the South Coast Air Quality Management District's (SCAQMD's) Screening Table for determining whether a project has the potential to generate significant construction-related emissions.<sup>5</sup> For educational uses, such as the proposed project, the threshold identified in the SCAQMD Screening Table is a ground floor area of 660,000 square feet. In comparison, a total of 80,000 square feet is proposed for the 1.6-acre site. As shown, the total square footage for the proposed project is substantially below the SCAQMD threshold of significance.

Construction impacts will be short-term in nature and would be limited only to the time period when construction activity is taking place. Therefore, construction emissions will not add to long-term air quality degradation. Further, the proposed project will implement standard SCAQMD-approved construction procedures, such as those provided in Tables 11-2 and 11-3 of the *CEQA Air Quality Handbook* (for exhaust emissions), and comply with applicable provisions of the most recently adopted SCAQMD Rule 403 and *Rule 403 Implementation Handbook* (for fugitive dust emissions). Based on the above, construction-related emissions would not be considered significant.

Operation emissions will be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupation. Stationary emissions will be generated by the consumption of natural gas for space and water heating devices (including boilers), and from electric power generation sources. Mobile emissions would be generated by motor vehicles traveling to and from the project site. The SCAQMD's *CEQA Air Quality Handbook* Screening Table for operation indicates that educational uses that exceed 150,000 square feet are considered to have the potential to significantly affect air quality<sup>6</sup> and further study is required. Given that the proposed museum is only 80,000 square feet in size, operation-related emissions are not considered significant based on the screening level criteria developed by SCAQMD.

- b. The nearest sensitive use is an apartment complex located directly across Foothill Boulevard from the project site. In order to determine fugitive dust emissions associated with grading and excavation on the project site, a worst-case construction scenario for the 80,000 square-foot museum was analyzed. Using rates provided by the SCAQMD on grading emission factors in relation to acreage, construction dust emissions were calculated based on the assumption that construction activities

<sup>5</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. 6-12, SCAQMD, 1993.

<sup>6</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. 6-10, SCAQMD, 1993.

would take place eight hours per day and five days per week for 18 months (i.e., 20 days per month).<sup>7</sup> The calculation indicated that construction activities associated with the proposed project would generate approximately 42.24 pounds per day of PM<sub>10</sub>, which is below the SCAQMD threshold of 150 pounds per day for PM<sub>10</sub>.

In addition, as discussed in item "a" above, construction and operation of the proposed project is not anticipated to violate any air quality standards or contribute to an existing or projected air quality violation; based on the screening level criteria developed by SCAQMD. Project implementation is; therefore, not anticipated to expose sensitive receptors, if any, to levels of pollutants that exceed regulatory thresholds. As a result, impacts under this category are considered less than significant.

- c. Construction and operation of the museum facility is not expected to significantly alter air movement, moisture or temperature, nor create a change in climate on either a micro or macro scale. The project is located within the South Coast Air Basin, a 6,600-square-mile basin encompassing all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County. Based on the project's location within a developed area of the San Fernando Valley, and its location within the South Coast Air Basin, construction and operation would not significantly alter air movement.
- d. The proposed project consists of construction and operation of a museum facility for children, and may include small-scale food preparation services for children. No significant odors are anticipated from the type of use proposed. Significant odors are typically generated by large-scale food-related activities such as restaurants and heavy industrial/chemical sources. The operation of the museum will not involve the use of materials or practices that generate odors beyond the project boundary. Any unforeseen odors will be controlled in accordance with SCAQMD permit requirements for proper air filtration and SCAQMD Rule 402 which prohibits persons from discharging quantities of air contaminants which cause nuisance to any considerable number of persons.

Further Study Required:

None.

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<sup>7</sup> A dust emission factor of 26.40 pounds per acre per day based on 1993 SCAQMD CEQA Air Quality Handbook Table A 9-9 (page A9-93) was utilized in this analysis.

VI. **TRANSPORTATION/CIRCULATION.**  
*Would the proposal result in:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Rail, waterborne, or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. Information and analysis contained in the following checklist discussion is based on a letter report prepared by Crain & Associates for the Children's Museum in April of 2000. The City of Los Angeles Department of Transportation has reviewed the report, and concurred with its conclusion of no significant impact. A summary of the information contained in the letter report is provided below. A complete copy of the report, along with the DOT's letter of concurrence, is contained in Appendix A to this Initial Study.

**Existing Conditions**

Direct vehicular access to the site is provided by Foothill Boulevard (east-west) and Osborne Street (north-south), with regional access provided by the 210 (Foothill) Freeway. During school months, the intersection of Foothill Boulevard/Osborne Street operates at a Level of Service (LOS) B during the weekday a.m. peak hour and LOS A during weekday p.m. peak hour. During the weekend, this intersection operates at LOS A. The operating condition of this intersection remains unchanged during the summer months when school is not in session.

**Impacts**

Development and operation of the proposed project would result in two types of impact: temporary construction impacts and operational impacts. Each is discussed in depth below.

Construction

Construction activities associated with the proposed project are anticipated to take approximately 18 months. Based on Impact Sciences' experience with similar projects, and the anticipated duration of construction activity, it is unlikely for the project, due to its size, to generate more than 30 vehicle trips per day for delivery of construction equipment and employees going to and from work. During construction, the proposed project is not anticipated to result in significant increases in vehicle trips or traffic congestion. As part of the proposed project, truck delivery of construction equipment will be scheduled for off-peak hours.

Assuming that a total of 25 construction workers would be present on site during a typical construction day, and that each would travel in single occupant vehicles, a total of 25 vehicle trips would be generated in the morning and evening peak hours. In contrast, the Hansen Dam Recreational Area related traffic peaks occur during midday hours or outside the commute peak hours. As a result, the addition of 25 one-way trips in the morning and evening peak-hours is not expected to result in significant deterioration of the level of service on any affected roadway segment or intersection because the volume of trips generated during this time period is so low. In addition, the project will be required to submit a construction traffic routing plan, which contains measures to reduce construction-related impacts to all existing uses, such as road closures, etc., through the use of flagmen, construction signs and detours. This plan will be enforced during the construction period. Based on the above, and given the short-term nature of construction, traffic-related impacts due to project construction is considered less than significant.

Operation

The Museum is anticipated to attract approximately 425,000 visitors annually. On weekends, and during the three-month period outside the academic year, it is expected that a large number of these visitors would consist of people who are patronizing other recreational facilities within the Hansen Dam Recreation Area. It is estimated that approximately 40 percent of museum patrons will be attending the Museum during the summer period and the remaining 60 percent during the school year.

Due to the operating hours of the Museum, the majority of project-related trips will be generated during off-peak commuting times, including weekends. During the school year, which runs from September through June, the new Museum will be open on weekdays to student tour groups only. Students are expected to be bused to the Museum during the scheduled tour sessions. Generally, two scheduled sessions will be available for student tour groups. These are 9:15 a.m. to 11:00 a.m., and 11:15 a.m. to 1:00 p.m. The Museum will be open to the general public only on weekends during the school year. At this time, the Museum will be open from 9:00 a.m. to 5:00 p.m.

Trip generation for Museum operation is based on the assumption that student tour attendance remains at 300 students per session, with students arriving via buses carrying 50 students each. An additional 40 employees are assumed to drive individually to the site on a daily basis. During the summer months when school is not in session, vehicle trips will be generated by the general public. During this period, it is assumed that the average vehicle occupancy would be approximately 3 persons per vehicle. Based on these assumptions, the project would generate a total of 304 daily trips during the weekdays when school is in session, and 1,560 trips during the weekend period. During summer periods when school is not in session, the project would generate approximately 1,480 daily trips during the weekday and 1,740 daily trips on the weekend.

To assess project impacts, traffic conditions for the future year 2003 (assumed project completion date) were calculated by adding a two-percent annual growth factor to existing traffic volumes. Project generated traffic was then distributed and assigned to the area roadway network based on local site access, regional access, and parking availability. To determine project impacts, project generated trips were added to the future "without project" volumes for the school weekday and weekend a.m. and p.m. peak hour periods, as well as the summer weekday and weekend peak hours. The results of this analysis indicated that the level of service for the study intersection would remain unchanged from that identified in the existing condition, and no significant impact to traffic and circulation would occur as a result of project implementation.

- b. The project area is served by an existing network of regional and local roadways. The proposed project will be designed to utilize the existing roadways in the vicinity, and no changes to design or configuration are anticipated. As a result, there will be no impacts under this category.
- c. Project implementation is not anticipated to result in changes to the site's accessibility or accessibility to surrounding uses. The proposed project will be designed to utilize the existing roadways in the vicinity. Prior to construction activity on the site, a traffic routing plan will be prepared and submitted to the City of Los Angeles Department of Transportation for review and approval. With implementation of the measures contained in this plan, the proposed project is not anticipated to result in significant impacts to emergency access and accessibility to nearby uses.
- d. For institutional uses similar to that of the Children's Museum (e.g., philanthropic institution), the City of Los Angeles requires one parking space per every 500 square feet of project area. Based on City parking requirements, the Children's Museum would require approximately 160 parking spaces (80,000 sf / 500 sf per stall = 160 stalls). However, due to the unique operating characteristics of the Children's Museum, peak periods of parking demand are likely to exceed the code requirements. During the summer weekend months, parking demand is projected to reach approximately 320 parking spaces. Some limited parking will be available directly on-site, although off-site parking will be required. It is noted that City code does not allow off-site parking to be located more than 750 feet away from a project site.<sup>8</sup> However, adequate Department of Recreation and Parks parking is readily available at an adjacent lot, and also within the Hansen Dam Recreation Area, that would meet peak parking demands as well as City code. Therefore, land is available on the project site and off-site to provide sufficient parking to meet project demand without significant impact.
- e. The project site is vacant and there are no pedestrian walkways, trails or bicycle paths on site that would be affected by project implementation. Project implementation will be confined to the footprint of the 1.6-acre lot, and so would not affect a nearby equestrian trail located to the east of the site within the Hansen Dam Recreation Area. No impacts are, therefore, anticipated.
- f. The proposed project is located along a major transportation corridor and existing bus stops are located at the intersection of Foothill Boulevard and Osbourne Street. Furthermore, the majority of attendance at the facility will be children who are bussed to the site from various schools

<sup>8</sup> City of Los Angeles Planning and Zoning Code, Section 12.21 A4(c)(7).



throughout Los Angeles. The proposed project will be confined to the site, and so will not impact other modes of transportation in the project's vicinity (please see Section XV., Recreation, item b., for information regarding equestrian and bicycle trails in the area). Based on the above, the project would not conflict with adopted policies supporting alternative forms of transportation.

- g The proposed project is not located in close proximity to a port or train station, although Whiteman Airpark is located southwest of the site near the intersection of Osborne Street and San Fernando Street. Since the project does not involve rail, waterborne or air traffic, direct impacts in these categories are not anticipated.

Further Study Required:

None.

## VII. BIOLOGICAL RESOURCES.

Would the proposal result in impacts to:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significa nt Impact	No Impact
a. Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Locally-designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Wetland habitat (e.g., marsh, riparian, and vernal pool)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a.-e. The project site consists of a vacant lot that is located in a developed portion of the northeast San Fernando Valley. No threatened/endangered or rare species or their habitats, locally designated species, locally-designated natural communities, wetland habitats, or wildlife corridors are known to exist on the site. The site is completely devoid of vegetation. Therefore, no impacts are anticipated under these categories.

Further Study Required:

None.

## VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a., b. Project implementation would involve the use of non-renewable natural resources such as petroleum resources, for gasoline/diesel fuel, and electricity, during and after construction. At the present time, and in the foreseeable future, petroleum resources are readily available commercially and the project is not anticipated to result in a significant impact on these resources. Further, the Uniform Building Code (UBC) requires all new buildings to meet energy efficiency standards. The proposed project would comply with all applicable City codes and regulations regarding energy conservation, including the requirements of the UBC. Consequently, impacts under this category are considered less than significant.
- c. The Sunland Community Plan does not indicate the existence of any mineral resources on the project site. Project implementation is, therefore, not anticipated to result in the loss of availability of a known mineral resource that would be of future value to the region and California residents.

Further Study Required:

None.

IX. HAZARDS. *Would the proposal involve:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a., c. The proposed project consists of a museum designed to educate and entertain children. The project does not have the potential to create health hazards, because it does not include uses that would require the use and storage of hazardous material, waste or similar material. No manufacturing or industrial processes which utilize or produce dangerous substances are associated with the project. Surrounding land uses consist primarily of open space, vacant lots, multi-family residential land uses, and a liquor store. None of these uses are considered to represent a source of potential health hazard. It is noted that Whiteman Airpark is located over one mile to the southwest of the project site, but the project is not directly within a take-off or landing approach since the runway is oriented in a generally northwest-southeast orientation. Given the above, no significant impacts are associated with surrounding land uses.
- d. The City of Los Angeles Bureau of Engineering prepared an Initial Site Investigation in June of 1997 for a property located directly east of the project site opposite Osbourne Street. That study indicated that the project site was developed with a gasoline station from 1953 until its demolition in March of 1970. The underground storage tank was removed and the pit backfilled at that time. This report found that on-site soils could be contaminated with hydrocarbons from the underground storage tank, although no soil testing was conducted.
- While project construction would involve minimal grading activity with little subsurface soils disturbance, the potential exists for construction workers to be exposed to contaminated soils. Contaminated soil must be handled in accordance with applicable procedures outlined in "Part B, Construction Guidelines Procedural Memorandum No. 32: Hazardous Waste Management During Construction" along with other applicable health and safety regulations. Contaminated soil must be either treated or transported to a Class I landfill for proper disposal.
- b. The project design would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans, as well as fire protection and security. As a result, impacts under this category are considered less than significant.
- e. The project site is located near existing roadways, irrigated open space, and parking lot area. There is no flammable brush, grass or dense trees on the project site, since the site is virtually devoid of vegetation.

Prior to final plan approvals, and like all other development within the project area, the proposed project must comply with all applicable codes and regulations pertaining to fire protection. These requirements include, but are not limited to, items such as type of roofing materials, building construction, fire hydrant flows, hydrant spacing, access and design, fire sprinkler systems, and other hazard reduction programs, as set forth by the Fire Department and the Uniform Fire Code.

Mitigation Measures

1. Prior to any construction activity on the site, an audit shall be performed to confirm the site's historical use as a gasoline station. If this audit confirms that the site was previously developed with a gasoline station, then a Phase II site assessment shall be conducted to identify the presence or absence of contaminated soil and groundwater on-site. If necessary, the Phase II shall include recommendations on the removal, disposal, and treatment of any contaminated soil or groundwater.

All measures contained in that report shall be included in the construction specifications and implemented during project construction.

Further Study Required:

With implementation of the above mitigation measures, no further study is required under this issue area.

## X. NOISE. Would the proposal result in:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significa nt Impact	No Impact
a. Increases in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a. The project site is located in an area developed with several urban uses, including residential, commercial uses, and open space/recreation. Noise in the immediate vicinity of the project site is primarily generated by roadway noise from Foothill Boulevard and Osbourne Street. Secondary sources of noise are associated with activities generated by surrounding uses such as the nearby apartment complex and adjacent picnic area within Hansen Dam.

The closest sensitive receptors to the project site are the residential units located directly north of the site opposite Foothill Boulevard. These residences are separated from the site by a perimeter wall and covered parking area.

Construction of the proposed project would be required to comply with the City of Los Angeles Noise Ordinance, and all applicable City codes and regulations for noise control (e.g., Ordinance No. 144,331). Further, the project will be required to implement a construction traffic plan (including the identification of truck haul routes) approved by the City. The Museum will be enclosed and no amplified noise sources will be located outdoors. External noise sources associated with project operation will involve busing of children to and from the Museum, on-site conversation of children during arrival and departure, and noise generated by the recreational activities of children. It is expected that operation of the proposed project will generate noise similar to that generated by the existing uses in the site vicinity. Typically, project-generated traffic would be considered to generate a significant noise impact (i.e., an increase of 3 dB(A) or above, which is audible to the human ear) if the project would double traffic volumes along local roadways that define ambient noise levels in the area. However, the proposed project would not double traffic along any of the roadways/freeways that are in the project area. Further, the presence of the existing wall and distance between the project site and the apartment complex serves to attenuate noise generated by project construction and operation. Therefore, project noise impacts would not be considered significant.

- b. Construction noise would be temporary, and would be in compliance with the City of Los Angeles Noise Ordinance No. 144,331 (Noise Regulation). Certain sections of the ordinance (e.g., Section 41.40(a)) typically limits construction time to normal working hours when many residents are away from their homes, and is considered by the City to be adequate mitigation for construction noise. Further, project construction would include standard noise mitigation measures such as the use of noise barriers and protection devices for construction employees. In addition, project operation is anticipated to generate noise levels similar to the existing noise levels in the project area. Therefore, the project would not expose people to severe noise levels.

Further Study Required:

None.

**XI. PUBLIC SERVICES.** *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a. Fire protection service within the City of Los Angeles is provided by the Los Angeles Fire Department (LAFD). The LAFD Station serving the project area is LAFD Station #98, located at 13055 Van Nuys Boulevard, approximately two miles from the project site. This station contains a task force and rescue ambulance.

Development of the project would increase the demand for fire protection services. However, the project will not contain uniquely hazardous uses that represent a high fire risk. Further, the project will comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708). As part of the project's environmental review process, the LAFD would review the development proposal and set the required fire flow and make recommendations for fire protection. Improvements to the water system (e.g., hydrants) may be required to provide the required fire flow for the project. The project shall bear the cost of any such improvements. As a result, impacts under this category are anticipated to be less than significant.

- b. Police protection service in the City of Los Angeles is provided by the Los Angeles Police Department (LAPD). The project site is served by the Foothill Station of the Valley Bureau, located at 12760 Osborne Street, approximately two miles from the project site.

Development of the proposed project would create an increase in the demand for police protection. However, the project does not contain uses that are considered to generate unusual or unique calls for service, and the project is located within an existing response area. Further, the proposed project will be required to comply with all applicable codes and regulations pertaining to police protection and site security. Given the location of the proposed project within an existing service area presently served by the department, and the implementation of applicable City codes and regulations, impacts under this category would be considered less than significant.

- c. The proposed project would not result in direct impacts to the local resident population of the project area. As a result, project implementation would have no impact on schools.

- d, e. The proposed project would contribute to the general usage, over time, of various public facilities, including roadways, storm drain systems, water and wastewater infrastructure, and other governmental services. However, the project is consistent with the objectives of the Sunland Community Plan, and would comply with the service standards for public facility maintenance within this plan. In addition, the project and/or sponsor would pay to the City various facilities and service fees required for water, drainage, wastewater, landscaping and other governmental services. Payment of these required fees is expected to adequately cover the cost to maintain such facilities and any impacts to these facilities as a result of project implementation. Based on the above, impacts under these categories are considered less than significant.

Further Study Required:

None.

**XII. UTILITIES AND SERVICE SYSTEMS.** *Would the proposal result in a need for new systems, or substantial alterations to the following utilities:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significa nt Impact	No Impact
a. Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Local or regional water treatment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Stormwater drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a. Natural gas service to the project area is provided by the Southern California Gas Company (SCGC). The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility company, SCGC is under the jurisdiction of the California Public Utilities Commission, but can also be affected by actions of Federal regulatory agencies. The conditions and availability of gas supply and services are, therefore, dependent on the regulatory actions of these agencies. The demand for natural gas is dependent upon the physical growth rate and temperature changes within a geographic area. According to SCGC, the system is flexible and can be modified to meet future growth and demand in the project area.<sup>9</sup>

Electricity is provided to the site by the City of Los Angeles Department of Water and Power. According to growth projections in the Los Angeles General Plan Framework, the future supply of power will be sufficient to meet the growth-induced demands of the City of Los Angeles, including the Sunland Community Plan area, to the year 2010.

Project implementation would require new gas and power lines to the site. The project would connect to the existing power and gas lines in the vicinity. However, gas and power services to adjacent uses would not be disrupted. Thus, no impacts are anticipated under this item area.

- b. The project area is urbanized and a network of communication systems already exists. Telephone and cable services are supplied by local companies sanctioned by the State of California and the City of Los Angeles. Additional communication lines to the proposed project would not disrupt communication services to existing uses in the project area. At the present time and in the foreseeable future, communication services are readily available commercially and the project is not anticipated to result in a significant impact to communication systems in the area.

- c, g. Water supply, treatment and distribution services in the project area are provided by the City of Los Angeles Department of Water and Power. The project site is located within a developed area of the San Fernando Valley, which is furnished with an adequate water supply and distribution system. Generally, the City of Los Angeles Department of Water and Power can supply water to the site, except during prolonged drought or other extraordinary circumstances. According to growth projections in the Los Angeles General Plan Framework, the future supply of water will be sufficient to meet the growth-induced demands of the City of Los Angeles, including the Sunland Community Plan area, to the year 2010. Thus, no significant impact to potable water supply and distribution services is expected with project implementation.

- d. The project area is served by an existing sewer collection and conveyance system. Existing lines in the area include 8-inch lines in Osbourne Street and Foothill Boulevard. An 8-inch line is also planned within Stonehurst Avenue.<sup>10</sup> The project will connect to this existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project is also required to make any necessary upgrades to the wastewater collection and treatment system by providing relief for existing lines nearing capacity that would be affected by project development. The project will also pay sewage connection fees based on the number of plumbing fixtures associated with the project. Based on the above, no significant impact will occur as a result of project development.

<sup>9</sup> Robert Oliyas, Pacific Region Engineer, January 15, 1998, correspondence.

<sup>10</sup> Alfredo Magallanes, City of Los Angeles Sanitation Department, personal communication, March 23, 2000.



- e. The project site is located in a developed area which contains an improved storm drain system that outfalls into the Los Angeles River. As part of the approval process, storm water drainage plans must be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans must meet all design requirements for detention and release of stormwater so that no impact to drainage facilities would occur. Further, the project would employ required Best Management Practices (BMPs) for small construction sites during the construction period. As a result, impacts under this category are considered less than significant.
- f. The proposed project site is located in an urbanized area. The site is currently paved and is used for parking. Project solid waste generation is anticipated to be higher than that currently generated on the project site. The project would be required to comply with all applicable City codes and regulations pertaining to solid waste management, including recycling and composting. At present, there is a comprehensive recycling program at the existing museum. The project is anticipated to participate in all waste management and recycling programs currently in operation at the existing Children's Museum. In addition, the project would be required to comply with all applicable City codes and regulations pertaining to solid waste management.

Museum Recycling Programs

According to the Director of the Los Angeles Children's Museum, a comprehensive recycling program is already in place at the existing Children's Museum. There are separate recycling bins available at the Museum for the collection of recyclables, such as glass, paper, plastics and aluminum cans. Museum employees routinely undertake several workshops throughout the City and work with children and interested adults to make things from recycled materials. All art and craft materials exhibited are made from recycled materials. The Museum partners with several groups to promote good environmental practices in various programs and events. Workshops completed within the past year (1999) have included:

- Valentine Day Cards made from recycled materials. This workshop was held at Santa Monica Mall on February 6, and was attended by approximately 700 people.
- Recycle recipes presentation/Recycle supplies made available to Teachers. The workshops were held on February 27 and 28 as part of the Southern California Kindergarten Conference. Attendance was approximately 800.
- Earth Day Grocery Bag Project, held as part of the Earth Faire Program at the Santa Monica Pier, on April 18. This workshop was attended by approximately 25,000 people.
- Festival of Books/Book Binding (made of recycled materials). This workshop was held at UCLA on April 24 and 25, and was attended by approximately 10,000 people.
- Mother's Day Picture Frames of Recycled Materials. The workshop was held at Santa Monica Mall on May 8, and was attended by approximately 600 people.
- International Performing Arts Festival for Youth. The workshop was held on May 21 and 22, and was attended by approximately 15,000 people. Several Masks were made of recycled materials.

The Museum also maintains a techno-trash stock from its various recycling programs that supply recycled art materials to many organizations, including LAUSD, California Afro-American Museum, Pacific Asian Museum, AME Church, Hillel and Yahweh Hebrew Academies, Municipal Art Gallery, and many more.

One of the Museum's primary exhibits is Club Eco. In this exhibit, guests make paper pulp used for body ornaments from the Museum's junk mail. Guests also create art products from recycled materials collected from garment companies and other light manufacturers. Guests can see products such as shirts, tennis shoes, notebooks and carpets made from recycled materials, and they can go to the resource area where there are a number of books tapes and pamphlets about the environment for their use.

The Museum specifically employs a full-time Recycling Coordinator for recycling programs. The Recycling Coordinator collects recycled materials, develops and facilitates the making of the Museum's Recycle Kits, maintains the museum's recycle program, oversees all outreach activities and trains Floor Staff who work daily on Club Eco. The project intends to continue all waste management/recycling programs currently in place at the existing museum, and expand on the idea of Club Eco. Based on the above, the proposed project is not expected to result in significant solid waste impacts.

Further Study Required:

None.

## XIII. AESTHETICS: Would the proposal:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

- a., b. The project site is located in an area developed with residential, commercial and open space uses. The project site is a 1.6-acre vacant lot fronting along Foothill Boulevard at the intersection with Stonehurst Street. Dominant visual features are related to the landscaped open areas associated with the Hansen Dam Recreation Area.

Roadways that provide scenic views within and around the City of Los Angeles are designated by the City of Los Angeles General Plan (Sunland Community Plan) as Scenic Freeway, Scenic Divided Major Highway, Scenic Major Highway, and Scenic Secondary Highway. The primary roadways in the immediate vicinity of the project site are Foothill Boulevard along the northern project boundary, and Osborne Street immediately west of the property. Neither of these roadways is designated as a scenic highway of any type. However, a recommendation to create a scenic designation for Foothill Boulevard is in progress and will go before the City Council at the end of the year.<sup>11</sup>

A key component of the development proposal is the enhancement of the visual quality of the site through a broad-based collaborative design process involving a highly qualified design team. A design competition would be used as a method of developing detailed plans for exterior and interior uses. The Architectural Selection Committee would be chaired by Ira Yellin, and the Jury would be composed of Mr. Steven Roundtree of the Getty Museum, Mr. Richard Kashalek of the Museum of Contemporary Art, Mr. Steven Levine of the California Institute of the Arts and the Deans of the Schools of Architecture from the University of Southern California (USC) and the University of California Los Angeles (UCLA). The result of this interactive effort is a design solution that would address issues regarding visual and environmental quality at the project site and its immediate vicinity. Furthermore, the project design is required to conform with all development conditions placed on it by the City of Los Angeles, including a review of the landscape plan and architectural features. Based on the above, impacts under these categories are considered less than significant.

- c. The project site is located in an area developed with several urban uses, including recreational, residential and commercial development. External and internal night and day illumination is already in place within the project area, and along the local roadways surrounding the site. The proposed project's lighting system would be designed to blend with the system already in place within area, and would comply with all applicable City codes and regulations pertaining to illumination. As a result, impacts under this category are considered less than significant.

Further Study Required

None.

<sup>11</sup> Dan O'Donnel, City of Los Angeles Department of Planning, Valley Unit, personnel communication, March 23, 2000.

XIV. CULTURAL RESOURCES. *Would the proposal:*

	Potential y Significa nt Impact	Potentiall y Significa nt Unless Mitigated	Less than Significa nt Impact	No Impact
a. Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a.,b.,c. The project site is located in an area developed with several urban uses, including roadways, residences, and commercial uses. In the 1950s, the project site was developed as a gas station which remained in operation until 1970, at which time it was demolished. The site has remained vacant since that time.

Project construction would involve earthwork necessary to construct the building foundation, install utilities, and establish drainage patterns. This work is unlikely to disturb cultural or historic resources based on the historical use on the site and associated disturbance. However, in the event that any paleontological or archaeological resources are uncovered during site grading or other activities involving disturbance of the soil, City and State regulation requires that all work cease and a certified archaeologist and/or paleontologist investigate the finds and make appropriate recommendations. Implementation of all recommendations will ensure that no significant impact to such resources would occur as a result of the proposed project.

- d. The proposed project would result in the construction of a children's museum at an area developed with urban uses such as recreational, residential, and commercial uses. The project is consistent with the recreation and parks policies of the Sunland Community Plan. The proposed project is anticipated to result in a beneficial impact to the cultural values of the project area by creating an educational and entertainment facility for children. Consequently, no adverse impacts are expected under this category.
- e. No religious or sacred uses occur on the project site and its immediate environs. No impacts are, therefore, anticipated under this category.

Further Study Required:

None.

XV. RECREATION. *Would the proposal:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Increase the demand for neighborhood or regional parks of other facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Affect existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. The proposed project does not contain a residential component, so no increase in the demand for parklands and related facilities are anticipated. In fact, the proposed project is a form of recreation, as it would provide an opportunity for people, especially children, to be exposed to the cultural arts. No adverse impacts are, therefore, expected under this category.
- b. The project site is currently vacant. There are no recreational facilities or structures on the site that could be affected as a result of the proposed project. However, the site is located immediately adjacent to landscaped picnic areas located within the Hansen Dam Recreation Area. Although the site will not be available as open space, or for passive recreational purposes such as picnicking and hiking, the Museum itself is a recreational use and would provide opportunity for children to be exposed to the cultural arts, educated and entertained.

It is noted that the Sunland Tujunga Lake View Terrace Shadow Hills District Plan (Map #207 P 165) shows a bikeway/trail, that runs eastwards along the south side of Foothill Boulevard, southwards on Osborne Street, and then eastwards along the southern perimeter of the project site to an area farther east of the project site. Project development will be confined within the footprints of the 1.6-acre project site and would not impact the bike path or the equestrian trail. Although the proposed project will not impact any of the trails, the Department of Recreation and Parks, as part of another project (i.e., Dronfield Improvements), has already proposed relocation of a portion of the equestrian trail off the proposed Children's Museum property to an area east of the drainage channel (which runs along the east side of the project site). In addition, the Council District 7 office, although not required due to any project impact, is committed to placing a guard-rail along the equestrian trail, where none exists or where none is proposed as part of the Dronfield Improvement project. Implementation of the Dronfield Improvement project, and placing of guardrails as described above, will significantly reduce any potential safety problems regarding the equestrian/biking trails near the project site. As proposed, the project is/would be a complimentary use to the existing Hansen Dam Recreation Facility. Therefore, project implementation would result in positive impacts by providing a new recreational facility in the City.

Further Study Required:

None.

## XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Does the project have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have potential to achieve short-term, to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have impacts which are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will cause significant adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a.-d. Based on the preceding discussion, the proposed project would neither degrade the quality of the environment nor affect any endangered fauna or flora. The proposed project would be consistent with the goals and objectives of the Sunland Community Plan, and so does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals. As discussed in the respective issue areas, the proposed project would result in minor impacts in the issue areas of Population and Housing, Geophysical, Air Quality, Transportation/Circulation, Noise, Public Services/Utilities and Aesthetics. However, these impacts are not considered significant, due to project-incorporated mitigation measures and/or the project's compliance with required City codes/ordinances or other required regulation/conditions. Construction-related impacts associated with the proposed project would be short-term and temporary, and so are not considered significant. In addition, due to the project's consistency with the Sunland Community Plan, and project-incorporated mitigation measures, as well as the project's de minimis impacts, the project's incremental effects are not expected to be cumulatively considerable. Therefore, the Museum is not anticipated to result in adverse impacts that are considered cumulatively significant.

However, the property was developed with a gasoline station from 1950 through 1970. While no soil testing has been conducted to determine presence of hydrocarbons in soil beneath the site, the potential for such contamination is high given the previous use of the site and the time period in which it occurred. During this period, underground storage tanks were single wall metal tanks that tended to rust and leak. Based on the above, the analysis concluded that the proposed project could potentially result in insignificant hazard impacts unless mitigated. It should be noted that mitigation measures that would reduce all potentially significant impacts to less than significant levels have been included in the analysis. With implementation of these mitigation measures, the proposed Los Angeles Children's Museum would not result in environmental effects which could directly or indirectly cause significant adverse effects on human beings.

Further Study Required:

In accordance with Article 6, Section 15070 et seq. of the California Environmental Quality Act, a Mitigated Negative Declaration shall be prepared for the proposed Los Angeles Children's Museum.

## REFERENCES

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- City of Los Angeles Bureau of Engineering, Hazardous Materials Initial Site Investigation (Osborne Street Acquisition of 12002), June 1997.
- City of Los Angeles Planning and Zoning Code, Section 12.21.
- Crain & Associates, Traffic Report for the Los Angeles Children's Museum, April 11, 2000.
- Dan O'Donnel, City of Los Angeles Department of Planning, Valley Unit, personal communication, March 23, 2000.
- Federal Emergency Management Agency, *Flood Insurance Rate Map Panel # 065043 0675B*, July 1998.
- Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.
- Highway Noise Mitigation* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.
- Robert Olivas, Pacific Region Engineer, January 15, 1998, correspondence.
- South Coast Air Quality Management District, *CEQA Air Quality Handbook*, SCAQMD, 1993.
- They Ta, City of Los Angeles Children's Museum, telephone interview, June 5, 1998.

## **APPENDIX A**

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### **Traffic Study and Letter of Concurrence**

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

Foothill Bl.  
& Osborne St.

Date: April 12, 2000

To: Neil Drucker, Acting Director  
Prop K Program  
Bureau of Engineering

From: *Robert T. Takasaki*  
Robert T. Takasaki, Senior Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC STUDY FOR THE PROPOSED LOS ANGELES CHILDREN'S  
MUSEUM PROJECT ON THE SOUTHEAST CORNER OF FOOTHILL  
BOULEVARD AND OSBORNE STREET (HANSEN DAM  
ENVIRONMENTAL AWARENESS SITE)**

The Department of Transportation (DOT) has reviewed the traffic study dated April 7, 2000, prepared by Crain & Associates for the Los Angeles Children's Museum project located on the southeast corner of Foothill Boulevard and Osborne Street. DOT concurs with the traffic study that there will be no significant traffic, parking or construction impacts associated with the proposed project.

#### **PROJECT DESCRIPTION**

The proposed project includes construction of an approximately 80,000 square foot (SF) Children's Museum on the southeast corner of Foothill Boulevard and Osborne Street in the Hansen Dam Environmental Awareness site. The proposed project will replace an existing 17,000 SF Children's Museum located in the Los Angeles City Hall Mall. The proposed site is currently vacant and owned by the City of Los Angeles Department of Recreation and Parks. The site is also proposed for an Environmental Awareness Center. If this site is selected for the Museum, it would include an environmental awareness component. Primary access to the site will be from Foothill Boulevard. Because the site is relatively small, some on-site parking would be available but most of the parking for employees and visitors would be off-site. Adequate parking is available within close walking distance from a nearby parking lot or within the Hansen Dam Recreational Area southerly of the site.

During the school year months of September through June, the museum would be opened on weekdays to student tour groups only. Generally, there would be two scheduled sessions per day for approximately 300 students per session with all students bused to the museum. On weekends during the school year, the museum would be opened to the general public. During the summer months of June through August, the museum would be opened seven days a week. The projected attendance is approximately 425,000 people annually, with 60 percent coming during the school year and 40 percent coming during the summer months.



## **TRIP GENERATION**

DOT concurs with the traffic study that project trips would be spread throughout the entire day and normally outside the peak commute hours, thereby not creating significant traffic impacts. The study assumed that the maximum number of students during a scheduled session would be the same as the current student-tour attendance of approximately 300 students. With two sessions a day, the maximum number of students could reach 600 students a day. Since all students would be bused to the museum and with 50 students per bus, there could be approximately 12 bus trips each way or 24 daily bus trips. Likewise, with 40 employees and each employee driving their own vehicle, there could be 40 auto trips each way or 80 daily auto trips. During the school year, approximately 60 percent or 255,000 visitors are expected to attend the museum with most of these arriving by bus on weekdays and by car on weekends. During the school months the estimated project trip generation is approximately 304 daily trips on a weekday and approximately 1,560 daily trips on a Saturday or Sunday including trips associated with an environmental awareness component. During the summer months, approximately 40 percent or 170,000 visitors are expected to attend the museum with most of these arriving by car. Assuming an auto occupancy of three people per car in addition to 80 daily employee trips, the estimated project trip generation is approximately 1,480 daily trips on a weekday and approximately 1,740 daily trips on a Saturday or Sunday including trips associated with an environmental awareness component. The environmental awareness component is expected to generate approximately 200 daily trips on a weekday and 300 daily trips on a weekend.

## **TRAFFIC ANALYSIS**

The traffic study analyzed project impacts at the intersection of Foothill Boulevard and Osborne Street for both existing and future (2003) conditions during both weekday and weekend peak hours and during both school and summer months. DOT concurs with the traffic study that the proposed project would not result in a significant traffic impact at the intersection of Foothill Boulevard and Osborne Street and therefore no traffic related mitigation measures are necessary.

## **PARKING ANALYSIS**

DOT also concurs with the traffic study that the project would not have a significant parking impact. During school month weekdays, the parking demand would be minimal because most students would arrive by bus on student tours but visitors to the environmental awareness center would probably arrive by car. On school month weekends and during the summer months, the parking demand would be higher with a peak demand of approximately 320 spaces. As noted before, most of the parking needs for the Museum can be accommodated by surplus parking in an existing off-site parking lot close to the site as well as within the surrounding Hansen Dam Recreation Area.

## **CONSTRUCTION RELATED IMPACTS**

DOT also concurs with the traffic study that construction impacts would be minimal. The study estimates approximately 30 to 50 daily trips associated with construction. However, prior to the start of construction, the contractor shall prepare a construction worksite traffic control plan satisfactory to DOT which shows the location of any roadway or sidewalk closures, traffic detours, haul route hours of operation, protective devices, warning signs and access to abutting properties.

April 12, 2000

If you have any further questions, please contact Joseph Keung of my staff at (213) 240-3076.

*jk:RTT\_FILES:\foothill osb.wpd*

cc: Council District No. 7  
East Valley District, DOT  
Eric Sakowitz, Impact Science Incorporated.  
Roy Nakamura, Crain & Associates

# **Crain & Associates**

## **Of Southern California**

2007 Sawtelle Boulevard, Suite 4  
Los Angeles, California 90025  
Telephone (310) 473-6508  
Facsimile (310) 444-9771

### HAND DELIVERED

April 7, 2000

Mr. Robert Takasaki  
Senior Transportation Engineer  
Department of Transportation  
221 North Figueroa Street, Suite 600  
Los Angeles, California 90012

RE: Children's Museum Project - Hansen Dam Recreation Area Alternative Site

Dear Mr. Takasaki,

This technical letter presents an assessment of the expected traffic and parking impacts of the proposed Children's Museum project. Various potential sites have been identified for this project; this assessment examines the potential development of a site in the Hansen Dam Recreation Area in the Lake View Terrace community.

This alternative site has approximately 1.6 acres and is located along the south side of Foothill Boulevard and the east side of Stonehurst Avenue, just to the east of Osborne Street. The site location is shown in Figure 1. The site is currently vacant and is owned by the City of Los Angeles Department of Recreation and Parks. The site has also been proposed for an Environmental Awareness Center. If this site is selected for the Children's Museum, it will include an environmental awareness component.

### Project Trip Generation

The new Museum project will be a two-story building with approximately 80,000 square feet. It is expected to operate in much the same manner as the existing facility in Downtown Los Angeles. It is anticipated that approximately 425,000 people will visit the Museum annually, with about 60 percent of these coming during the school year (September through June). During the school year, the Museum will be open on weekdays to student tour groups only. Students will be bused to the Museum for one of two scheduled tour sessions, the first from 9:15 to 11:00 AM, and the second from 11:15 AM to 1:00 PM. On school year weekends, the facility will be open to the general public from 9:00 AM to 5:00 PM. During the summer months when school is not in session, the Museum will be open seven days a week from 9:00 AM to 5:00 PM on weekdays, and from 10:00 AM to 5:00 PM on weekends. In addition to these student and visitor trips, the Museum will also employ approximately 40 staff persons.

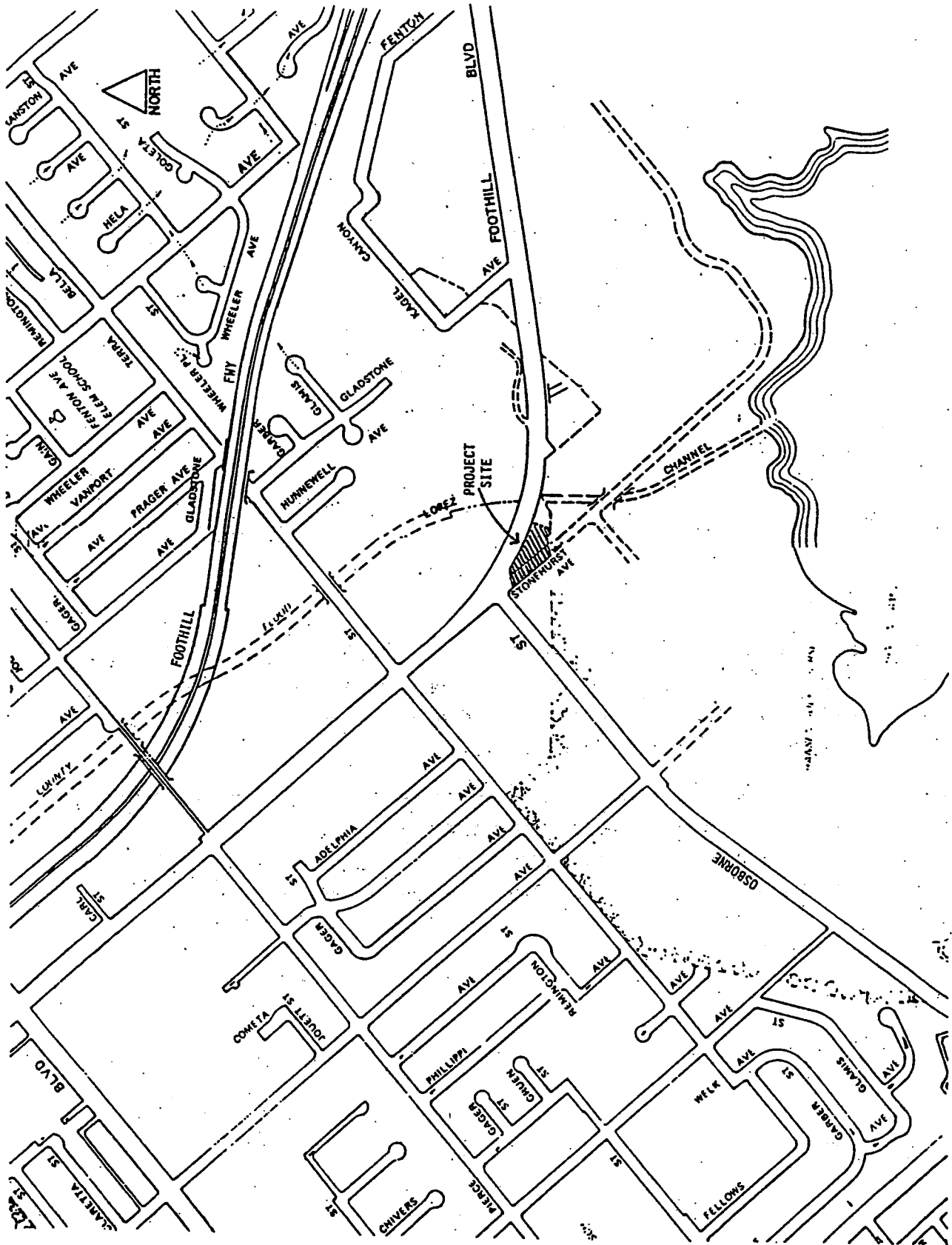


FIGURE 1

# PROJECT SITE VICINITY MAP



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Los Angeles, California 90025  
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Transportation Planning - Traffic Engineering

Based on these operating parameters, trip generation for the Museum was estimated. According to staff at the existing Museum, the current student-tour attendance of approximately 300 students per session would continue at the new Museum. These students would arrive via buses, assumed to accommodate 50 students each. The Museum staff were assumed to each drive alone. Due to the Museum hours of operation, not all of the student bus trips would arrive during the AM peak hour, although it was assumed that all Museum staff trips would do so. During summer months when the Museum is open to the public, additional traffic would be generated. It was assumed that visitors would exhibit an average auto occupancy of about three persons per vehicle. The estimated project traffic generation for both school and non-school (summer) periods is shown in Table 1. This table also includes an estimate of the additional traffic expected to be generated by the environmental awareness component that is to be included in the Museum.

Table 1  
Estimated Project Trip Generation

	School Months							
	Weekdays					Saturday/Sunday		
	Daily	AM Peak Hour		PM Peak Hour		Daily	Peak Hour	
		Inbound	Outbound	Inbound	Outbound		Inbound	Outbound
Visitors	24	6	negl.	negl.	negl.	1,180	130	70
Employees	80	40	negl.	negl.	negl.	80	negl.	negl.
EAC*	<u>200</u>	<u>10</u>	<u>negl.</u>	<u>negl.</u>	<u>10</u>	<u>300</u>	<u>25</u>	<u>15</u>
	304	56	negl.	negl.	10	1,560	155	85
	Non-School (Summer) Months							
	Weekdays					Saturday/Sunday		
	Daily	AM Peak Hour		PM Peak Hour		Daily	Peak Hour	
		Inbound	Outbound	Inbound	Outbound		Inbound	Outbound
Visitors	1,200	40	negl.	negl.	75	1,360	140	95
Employees	80	40	negl.	negl.	40	80	negl.	negl.
EAC*	<u>200</u>	<u>10</u>	<u>negl.</u>	<u>negl.</u>	<u>10</u>	<u>300</u>	<u>25</u>	<u>15</u>
	1,480	90	negl.	negl.	125	1,740	165	110

\* EAC: Environmental awareness component.

### Project Traffic Impacts

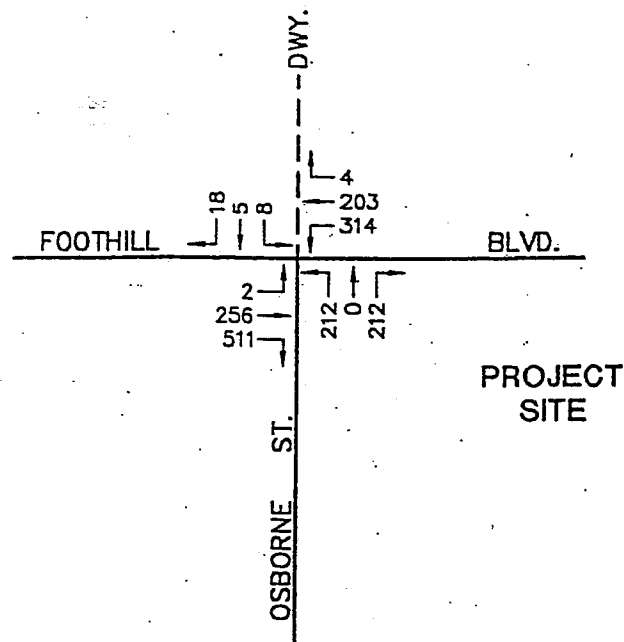
Project traffic impacts were evaluated at the intersection most expected to be significantly affected by the project, in this case, the intersection of Foothill Boulevard and Osborne Street. Existing weekday (year 2000) traffic volumes and intersection geometrics and traffic signal operations were obtained from Department of Transportation (DOT) files or field observations. As no count data were available for weekend conditions, it was assumed that Saturday/Sunday peak traffic volumes were 85 percent of the weekday PM peak-hour volumes. Also, existing volumes for school months and non-school months were assumed to be the same. The traffic count information utilized in the analyses is attached. Standard traffic evaluation analysis methodologies and techniques were utilized (Critical Movement Analysis) to evaluate the existing and future intersection operations, which are discussed later in this section.

Traffic conditions for the future year 2003 (the assumed project completion date) were evaluated by growth-factoring the existing traffic volume by 2.0 percent per year (compounded). This factor accounts for traffic volume increases due to ambient population growth as well as traffic from other development projects in the vicinity, which may add traffic to the study intersection. These future volumes constitute the baseline "Without Project" conditions against which the project's incremental traffic additions are evaluated.

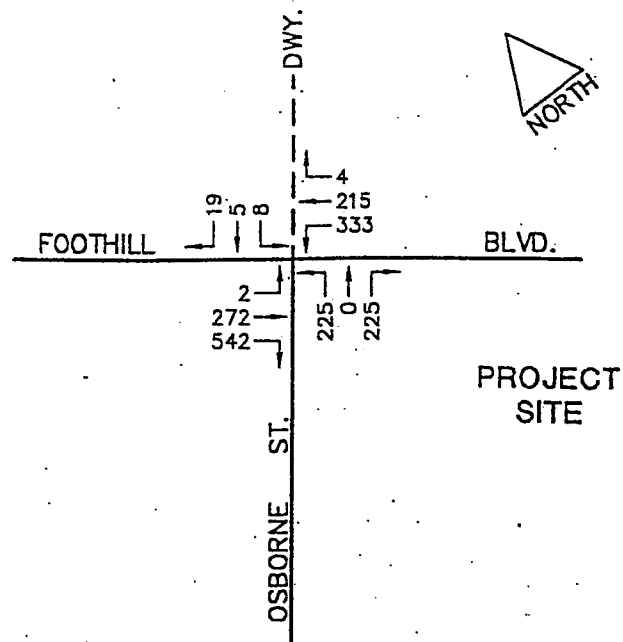
The project traffic calculated previously was then distributed and assigned to the area roadway system. Project traffic assignments are based on access to the site, availability of regional access, parking facilities and other factors. For this site, the Foothill Freeway (I-210) provides regional access with ramp connections for Foothill Boulevard approximately 0.7 miles from the site. Local access is provided by Foothill Boulevard and Osborne Street.

The location of parking also affects trip distribution. Due to site size constraints, it was assumed that some on-site parking would be available, but that most of the parking for both visitors and employees would be off-site. Adequate parking within close walking distance to accommodate the needs of the project is available at an adjacent lot, as well as within the Hansen Dam Recreational Area, southerly of the site. These facilities would be available to the Museum throughout the year. Buses would be able to park and stage on-site or along the abutting portion of Foothill Boulevard.

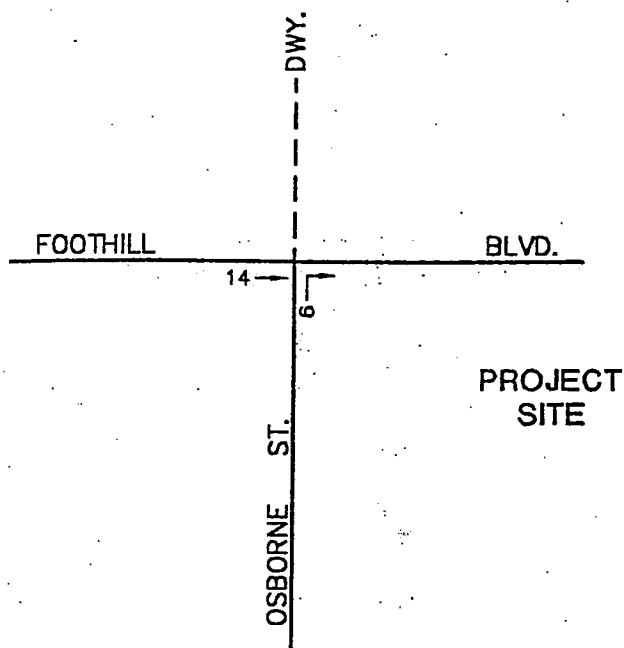
The existing and projected future traffic volumes at the study intersection of Foothill Boulevard and Osborne Street, along with the estimated project trips, are shown in Figures 2(a), 2(b) and 2(c) for school weekday AM peak hour, PM peak hour and weekend peak hour, respectively. Figures 3(a), 3(b) and 3(c) provide the non-school traffic volumes for the same scenarios.



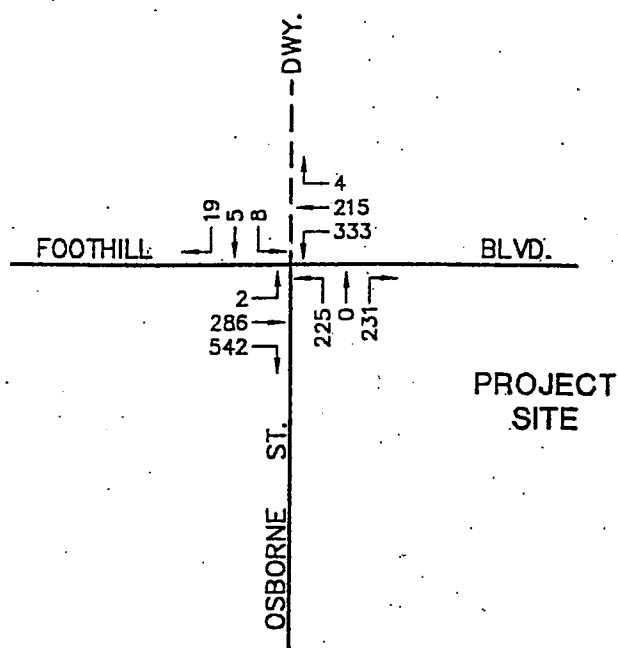
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 2(a)

4/7/2000

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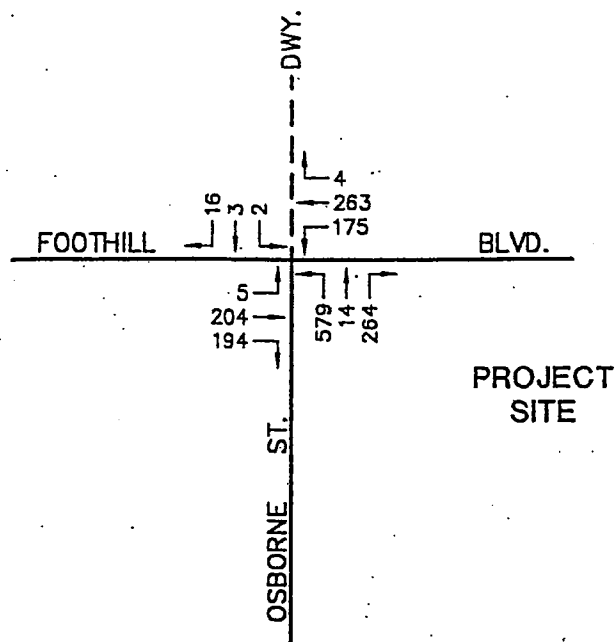
EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKDAY - SCHOOL MONTHS  
AM PEAK HOUR



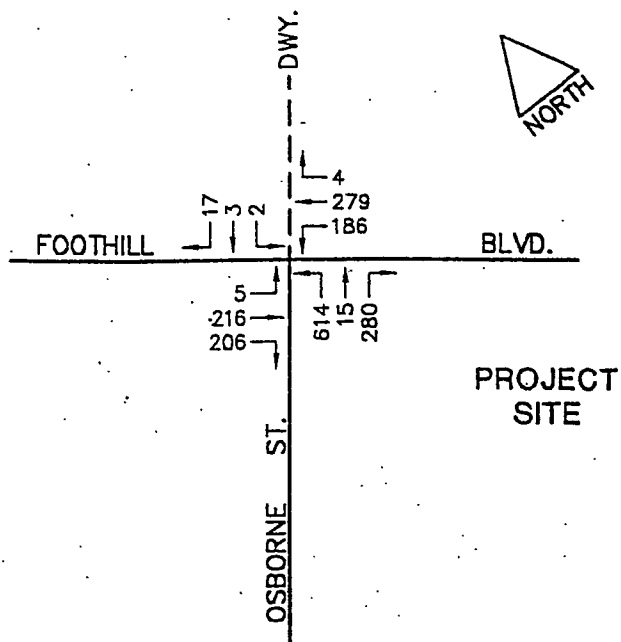
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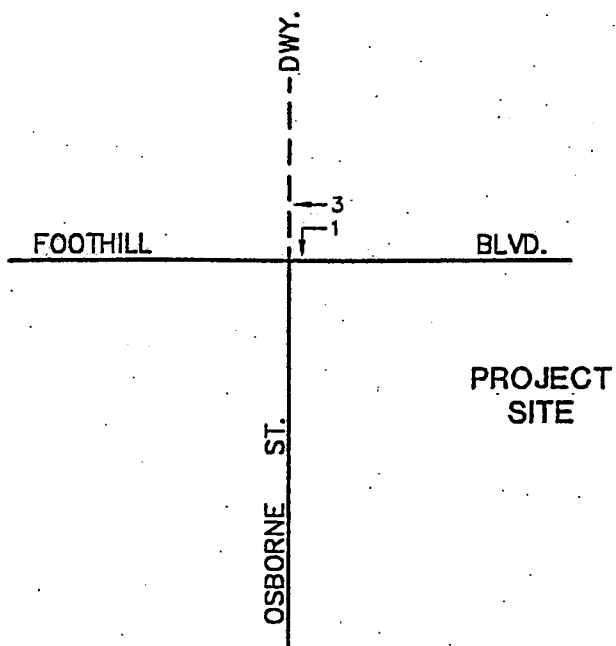
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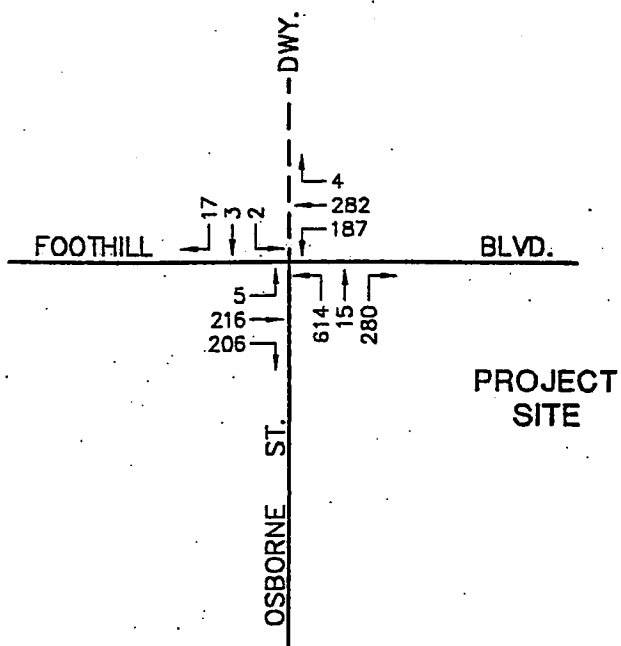
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 2(b)

4/7/2000

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EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKDAY - SCHOOL MONTHS  
PM PEAK HOUR

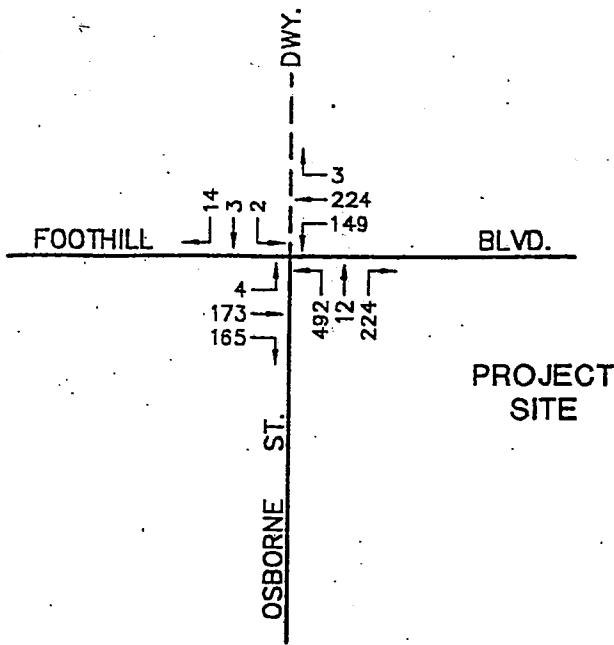


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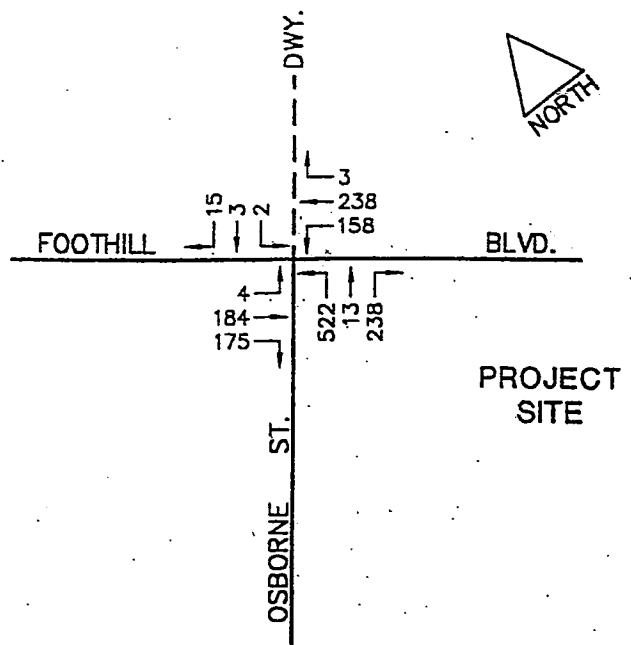
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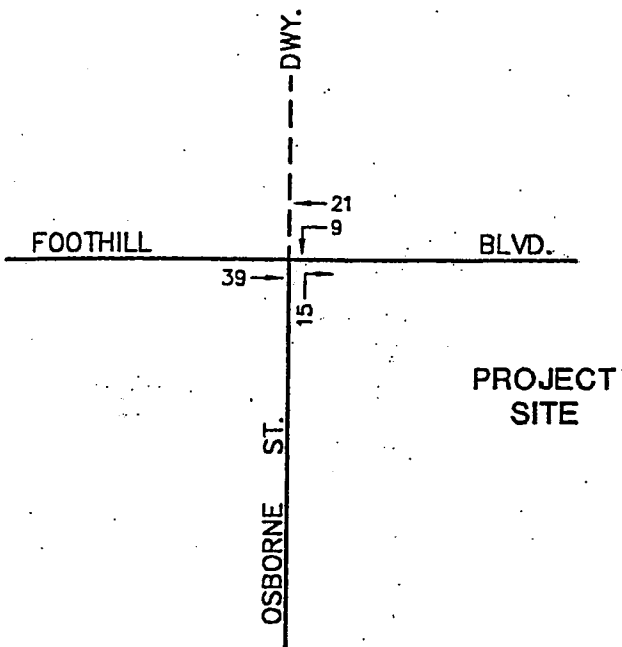




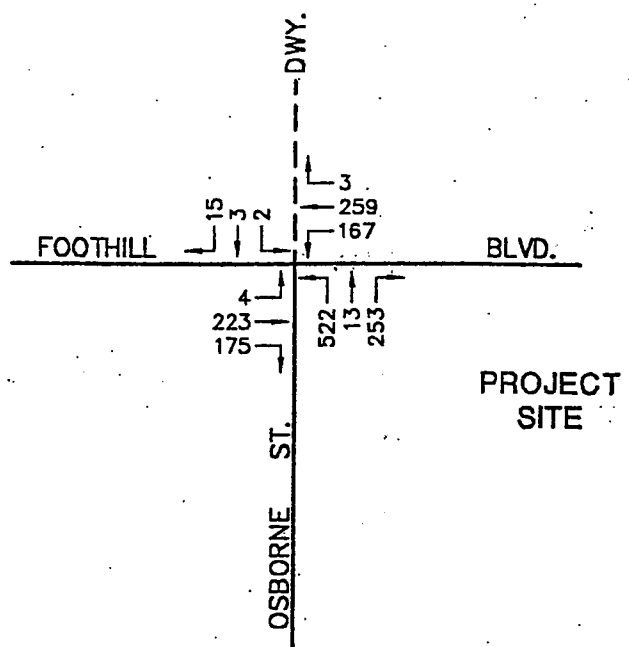
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 2(c)

4/7/2000

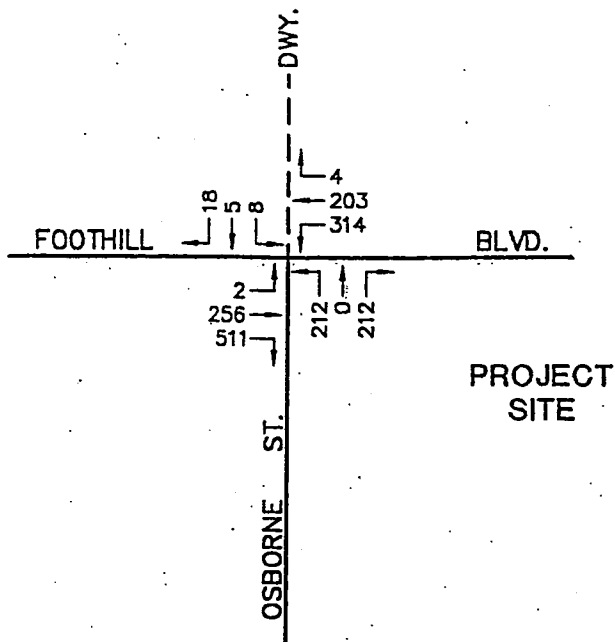
EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKEND - SCHOOL MONTHS  
PEAK HOUR



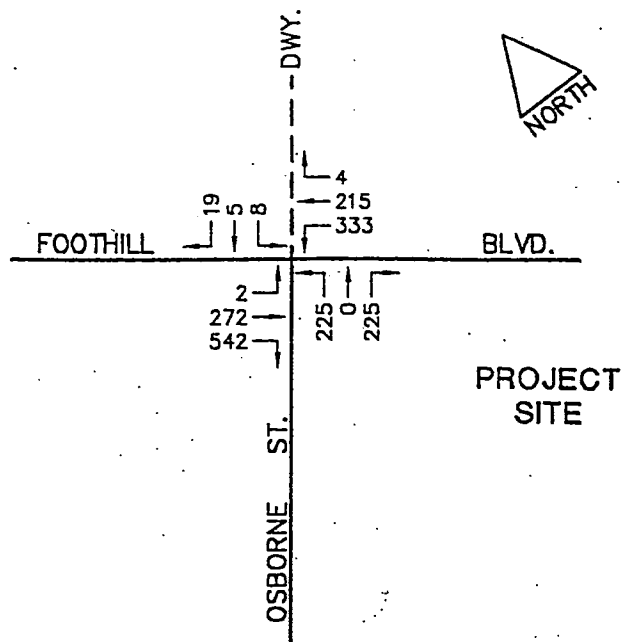
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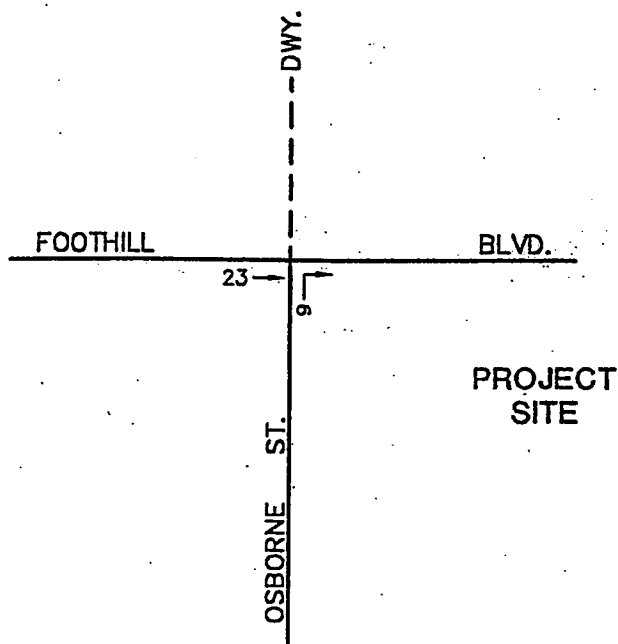
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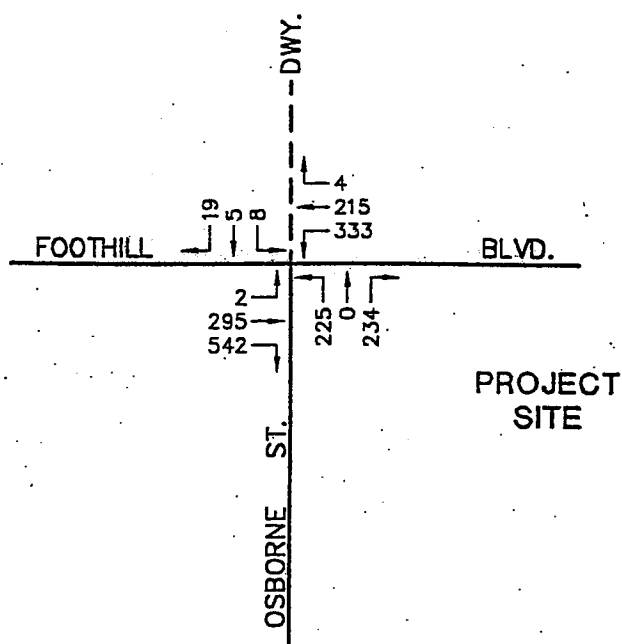
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 3(a)

4/7/2000

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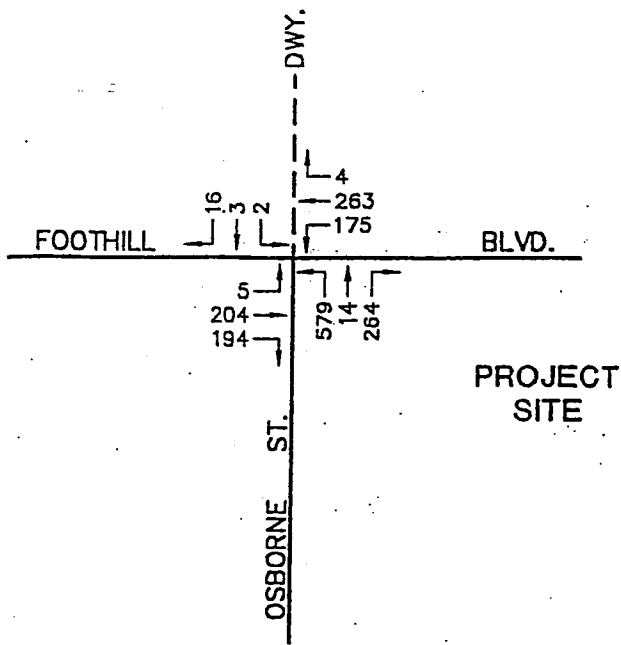
EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKDAY - NON-SCHOOL MONTHS  
AM PEAK HOUR



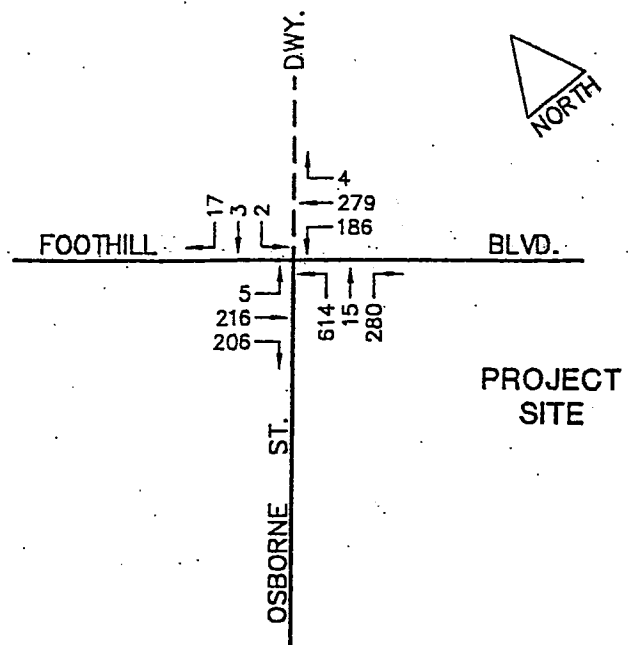
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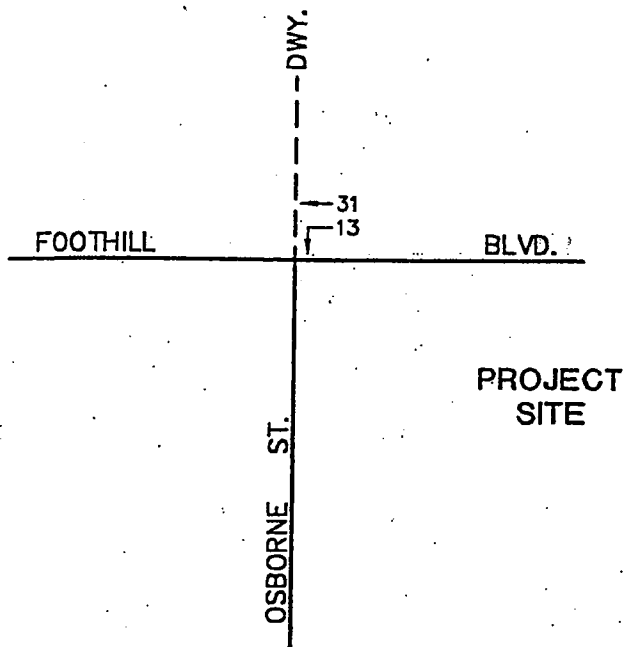
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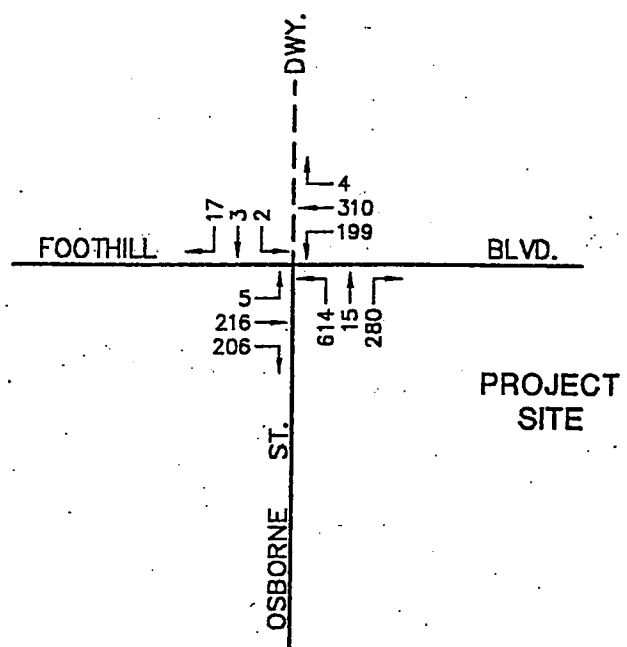
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 3(b)

4/7/2000

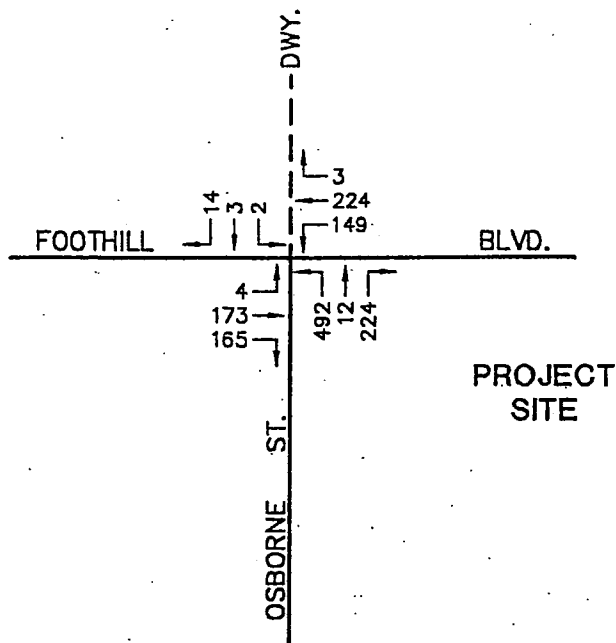
EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKDAY - NON-SCHOOL MONTHS  
PM PEAK HOUR



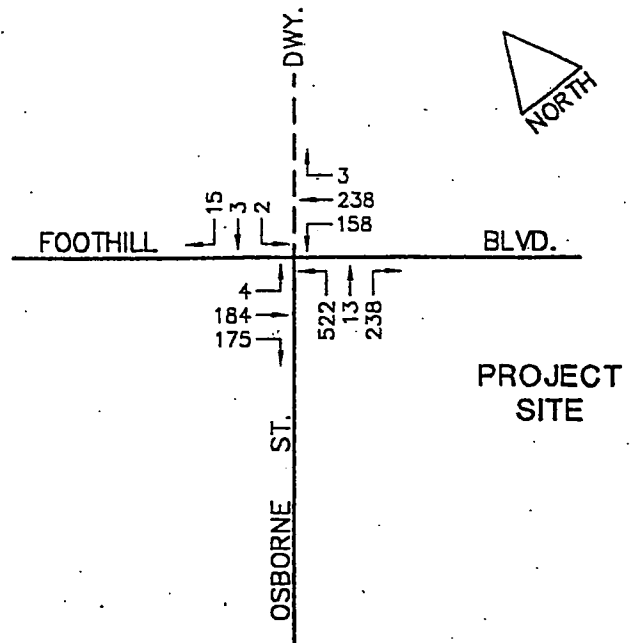
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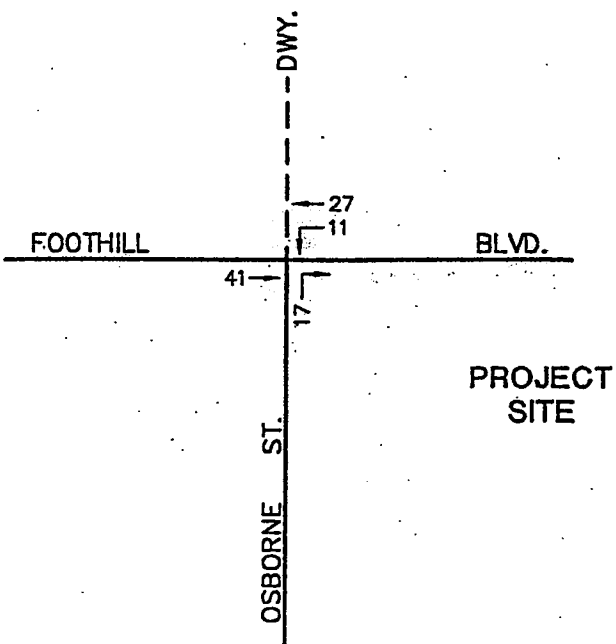
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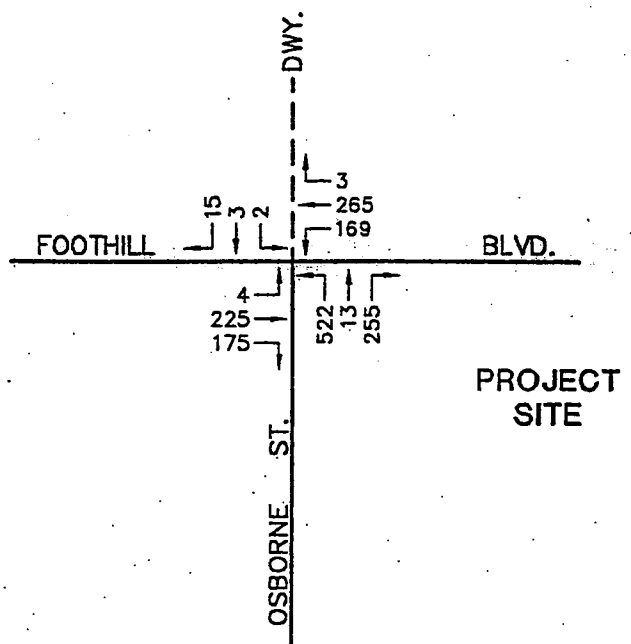
EXISTING (2000)



FUTURE (2003)  
WITHOUT PROJECT



PROJECT TRAFFIC



FUTURE (2003)  
WITH PROJECT

FIGURE 3(c)

4/7/2000

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EXISTING (2000) AND FUTURE (2003)  
TRAFFIC VOLUMES  
WEEKEND - NON-SCHOOL MONTHS  
PEAK HOUR



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As described earlier, these traffic volumes and intersection operations were evaluated using standard CMA (Critical Movement Analysis) techniques and methodologies. The study intersection and surrounding roadways were not assumed to have been modified from existing conditions for the future year analyses. The CMA worksheets are attached and the results are summarized in Table 2 below.

Table 2  
 Critical Movement Analysis  
 Existing and Future Conditions at Foothill Boulevard/Osborne Street

<u>Time Period</u>	<u>Existing (2000)</u>		<u>Future (2003)</u>				
	<u>CMA</u>	<u>LOS</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
<u>School Months</u>							
AM	0.638	B	0.676	B	0.676	B	+0.000
PM	0.485	A	0.514	A	0.515	A	+0.001
Wkend	0.413	A	0.439	A	0.459	A	+0.020
<u>Non-School Months</u>							
AM	0.638	B	0.676	B	0.676	B	+0.000
PM	0.485	A	0.514	A	0.524	A	+0.010
Wkend	0.413	A	0.439	A	0.461	A	+0.022

As indicated by Figures 2 and 3, and as summarized in Table 2, the project is expected to add only nominal traffic to the surrounding area, and will not result in any significant traffic impact at the intersection of Foothill Boulevard and Osborne Street. Therefore, no traffic-related mitigation measures are warranted for this project.

#### Project Access and Parking

Vehicular access to the project site and parking facilities will likely be provided via Foothill Boulevard. A bus loading/unloading area will be available on-site or along abutting Foothill Boulevard. It is estimated the peak parking demand for the project (including the environmental awareness component) could be as high as approximately 320 spaces. Limited on-site parking, as well as for a bus turnaround, is expected to be provided on-site. However, most of the parking needs for the Museum will be readily accommodated by surplus parking in an existing off-site parking facility very close to the site, as well as within the surrounding Hansen Dam Recreation Area. All of this parking will be available throughout the year.

Letter to Mr. Robert Takasaki  
April 7, 2000  
Page Twelve

### Construction Impacts

The project's construction impacts are expected to be minimal. Construction is expected to take about 18 months. Projects of this size typically generate an average of about 30 to 50 trips per day to and from the site, including construction worker vehicles and equipment deliveries. Delivery of equipment to the site will be scheduled for off-peak hours. Approximately 25 construction workers are assumed to be at the site, and for conservative analysis purposes, all are assumed to drive alone. This would result in 25 one-way inbound trips during the AM peak hour, and 25 outbound trips during the PM peak hour. This level of activity is not expected to result in any significant impacts. Additionally, as noted previously, the site provides good regional access via the Foothill Freeway, thereby minimizing construction traffic on surface streets. However, prior to any construction activity, a haul route and construction traffic routing plan will be prepared and submitted to DOT for review and approval.

In summary, our analyses and assessment of the proposed Children's Museum - Hansen Dan Recreation Area alternative site indicates that no significant traffic, access, parking, or construction-traffic related impacts are expected to occur, and no mitigation measures are therefore warranted.

If you have any questions or comments on this document, please feel free to call me.

Sincerely,



Roy Nakamura  
Senior Transportation Engineer

RN:mlc  
C8913  
attachments

# TRAFFIC COUNT SUMMARY

City of Los Angeles  
Department of Transportation  
(Rev Apr 92)

STREET:  
North/South OSBORNE ST

East/West FOOTHILL BL

Day: WEDNESDAY

Date: MAY 19, 1999

Weather: CLEAR

Hours: 7-10 AM 3-6 PM

School Day: YES

District: EAST VALLEY

	N/B	S/B	E/B	W/B
DUAL-WHEELED	203	1	146	152
BIKES	0	0	0	0
BUSES	2	0	7	14

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	156 7.45	12 7.15	241 7.45	160 7.45
PM PK 15 MIN	229 5.15	9 5.15	114 5.00	123 5.30
AM PK HOUR	416 7.00	31 7.00	754 7.00	554 7.15
PM PK HOUR	545 4.45	23 4.30	459 4.30	462 4.00

## NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	208	0	208	416
8-9	139	0	147	286
9-10	132	0	101	233
3-4	296	11	142	449
4-5	315	8	244	567
5-6	558	14	259	841
TOTAL	1658	33	1101	2792

## SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	5	18	31
8-9	6	1	15	22
9-10	3	0	17	20
3-4	2	3	9	14
4-5	2	6	10	18
5-6	2	3	16	21
TOTAL	23	18	85	126

## TOTAL

N-B
447
308
253
483
555
842
2918

## XING S/L

Ped	Sch
1	0
4	0
3	0
2	0
5	0
7	0
22	0

## XING N/L

Ped	Sch
2	7
4	0
3	0
11	3
3	1
6	0
29	11

## EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	251	501	754
8-9	5	135	278	418
9-10	5	138	144	285
3-4	5	194	147	346
4-5	9	173	139	321
5-6	5	200	190	395
TOTAL	31	1089	1397	2517

## WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	308	199	4	511
8-9	224	188	4	414
9-10	146	117	0	263
3-4	160	215	10	385
4-5	208	247	7	462
5-6	172	258	4	434
TOTAL	1218	1222	29	2469

## TOTAL

E-W
1255
830
548
731
783
829
4986

## XING W/L

Ped	Sch
2	3
2	1
2	0
9	0
1	0
4	0
20	4

## XING E/L

Ped	Sch
0	0
0	0
1	0
0	0
0	0
0	0
1	0

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: EXISTING (2000) WEEKDAY "SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	314	203	4	0
EASTBOUND	2	256	458	53
NORTHBOUND	212	0	0	212
SOUTHBOUND	8	5	18	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	314	N/A	104	104	N/A	N/A
EASTBOUND	2	N/A	256	N/A	458	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	31

EAST-WEST CRITICAL VOLUMES .....	772
NORTH-SOUTH CRITICAL VOLUMES .....	137
	----
THE SUM OF CRITICAL VOLUMES .....	909
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	3*
CMA VALUE .....	0.638
LEVEL OF SERVICE .....	B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RL1  
04-06-2000, 5:20 PM



CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "SCHOOL MONTHS" W/O PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	333	215	4	0
EASTBOUND	2	272	486	56
NORTHBOUND	225	0	0	225
SOUTHBOUND	8	5	19	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	333	N/A	110	110	N/A	N/A
EASTBOUND	2	N/A	272	N/A	486	N/A
NORTHBOUND	112	112	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	32

EAST-WEST CRITICAL VOLUMES ..... 819

NORTH-SOUTH CRITICAL VOLUMES ..... 144

THE SUM OF CRITICAL VOLUMES ..... 963

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.676

LEVEL OF SERVICE ..... B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RL2  
04-06-2000, 5:20 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "SCHOOL MONTHS" WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	333	215	4	0
EASTBOUND	2	286	486	56
NORTHBOUND	225	0	0	231
SOUTHBOUND	8	5	19	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	333	N/A	110	110	N/A	N/A
EASTBOUND	2	N/A	286	N/A	486	N/A
NORTHBOUND	112	112	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	32

EAST-WEST CRITICAL VOLUMES ..... 819  
NORTH-SOUTH CRITICAL VOLUMES ..... 144

THE SUM OF CRITICAL VOLUMES ..... 963

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.676

LEVEL OF SERVICE ..... B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RL3  
04-06-2000, 5:20 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: EXISTING (2000) WEEKDAY "SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	175	263	4	0
EASTBOUND	5	204	194	0
NORTHBOUND	579	14	89	175
SOUTHBOUND	2	3	16	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	175	N/A	134	134	N/A	N/A
EASTBOUND	5	N/A	199	199	N/A	N/A
NORTHBOUND	296	296	N/A	N/A	89	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	21

EAST-WEST CRITICAL VOLUMES ..... 374  
NORTH-SOUTH CRITICAL VOLUMES ..... 317

THE SUM OF CRITICAL VOLUMES ..... 691

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.485

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RLS  
04-06-2000, 5:20 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "SCHOOL MONTHS" W/O PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	186	279	4	0
EASTBOUND	5	216	206	0
NORTHBOUND	614	15	94	186
SOUTHBOUND	2	3	17	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	186	N/A	142	142	N/A	N/A
EASTBOUND	5	N/A	211	211	N/A	N/A
NORTHBOUND	314	314	N/A	N/A	94	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	22

EAST-WEST CRITICAL VOLUMES ..... 397

NORTH-SOUTH CRITICAL VOLUMES ..... 336

THE SUM OF CRITICAL VOLUMES ..... 733

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.514

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RL6  
04-06-2000, 5:20 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "SCHOOL MONTHS" WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	RIGHT TURNS	
			MIN ON GREEN	MAX ON RED
WESTBOUND	187	282	4	0
EASTBOUND	5	216	206	0
NORTHBOUND	614	15	93	187
SOUTHBOUND	2	3	17	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	187	N/A	143	143	N/A	N/A
EASTBOUND	5	N/A	211	211	N/A	N/A
NORTHBOUND	314	314	N/A	N/A	93	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	22

EAST-WEST CRITICAL VOLUMES .....	398
NORTH-SOUTH CRITICAL VOLUMES .....	336
THE SUM OF CRITICAL VOLUMES .....	734
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	3*
CMA VALUE .....	0.515
LEVEL OF SERVICE .....	A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDS RL7  
04-06-2000, 5:20 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: EXISTING (2000) WEEKEND "SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	149	224	3	0
EASTBOUND	4	173	165	0
NORTHBOUND	492	12	75	149
SOUTHBOUND	2	3	14	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	149	N/A	114	114	N/A	N/A
EASTBOUND	4	N/A	169	169	N/A	N/A
NORTHBOUND	252	252	N/A	N/A	75	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	19

EAST-WEST CRITICAL VOLUMES ..... 318

NORTH-SOUTH CRITICAL VOLUMES ..... 271

THE SUM OF CRITICAL VOLUMES ..... 589

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.413

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWES RL5  
04-06-2000, 5:13 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: FUTURE (2003) WEEKEND "SCHOOL MONTHS" W/O PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED	**
WESTBOUND	158	238	3	0	
EASTBOUND	4	184	175	0	
NORTHBOUND	522	13	80	158	
SOUTHBOUND	2	3	15	0	

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	158	N/A	120	120	N/A	N/A
EASTBOUND	4	N/A	180	180	N/A	N/A
NORTHBOUND	268	268	N/A	N/A	80	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	20

EAST-WEST CRITICAL VOLUMES ..... 338  
NORTH-SOUTH CRITICAL VOLUMES ..... 288

THE SUM OF CRITICAL VOLUMES ..... 626

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.439

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWES RL6  
04-06-2000, 5:13 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: FUTURE (2003) WEEKEND "SCHOOL MONTHS" WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	167	259	3	0
EASTBOUND	4	223	175	0
NORTHBOUND	522	13	86	167
SOUTHBOUND	2	3	15	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	167	N/A	131	131	N/A	N/A
EASTBOUND	4	N/A	199	199	N/A	N/A
NORTHBOUND	268	268	N/A	N/A	86	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	20

EAST-WEST CRITICAL VOLUMES ..... 366

NORTH-SOUTH CRITICAL VOLUMES ..... 288

THE SUM OF CRITICAL VOLUMES ..... 654

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.459

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWES RL7  
04-06-2000, 5:13 PM



CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "NON-SCHOOL MONTHS" W/O PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	333	215	4	0
EASTBOUND	2	272	486	56
NORTHBOUND	225	0	0	225
SOUTHBOUND	8	5	19	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	333	N/A	110	110	N/A	N/A
EASTBOUND	2	N/A	272	N/A	486	N/A
NORTHBOUND	112	112	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	32

EAST-WEST CRITICAL VOLUMES ..... 819

NORTH-SOUTH CRITICAL VOLUMES ..... 144

THE SUM OF CRITICAL VOLUMES ..... 963

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*

CMA VALUE ..... 0.676

LEVEL OF SERVICE ..... B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDN RL2  
04-06-2000, 5:23 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: EXISTING (2000) WEEKDAY "NON-SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	314	203	4	0
EASTBOUND	2	256	458	53
NORTHBOUND	212	0	0	212
SOUTHBOUND	8	5	18	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	314	N/A	104	104	N/A	N/A
EASTBOUND	2	N/A	256	N/A	458	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	31

EAST-WEST CRITICAL VOLUMES ..... 772

NORTH-SOUTH CRITICAL VOLUMES ..... 137

THE SUM OF CRITICAL VOLUMES ..... 909

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.638

LEVEL OF SERVICE ..... B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDN RL1

04-06-2000, 5:23 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: AM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "NON-SCHOOL MONTHS" WITH PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	333	215	4	0
EASTBOUND	2	295	486	56
NORTHBOUND	225	0	0	234
SOUTHBOUND	8	5	19	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	333	N/A	110	110	N/A	N/A
EASTBOUND	2	N/A	295	N/A	486	N/A
NORTHBOUND	112	112	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	32

EAST-WEST CRITICAL VOLUMES ..... 819  
NORTH-SOUTH CRITICAL VOLUMES ..... 144

THE SUM OF CRITICAL VOLUMES ..... 963

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.676

LEVEL OF SERVICE ..... B

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDN RL3  
04-06-2000, 5:23 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: EXISTING (2000) WEEKDAY "NON-SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	175	263	4	0
EASTBOUND	5	204	194	0
NORTHBOUND	579	14	89	175
SOUTHBOUND	2	3	16	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	175	N/A	134	134	N/A	N/A
EASTBOUND	5	N/A	199	199	N/A	N/A
NORTHBOUND	296	296	N/A	N/A	89	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	21

EAST-WEST CRITICAL VOLUMES ..... 374  
NORTH-SOUTH CRITICAL VOLUMES ..... 317

THE SUM OF CRITICAL VOLUMES ..... 691

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.485

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

K:\ICAP5\CHILDMUS\CMSMHDAM\TOTALWDN RL5  
04-06-2000, 5:23 PM

CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "NON-SCHOOL MONTHS" W/O PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** MIN ON GREEN	RIGHT TURNS MAX ON RED	**
WESTBOUND	186	279	4		0
EASTBOUND	5	216	206		0
NORTHBOUND	614	15	94	186	
SOUTHBOUND	2	3	17		0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	186	N/A	142	142	N/A	N/A
EASTBOUND	5	N/A	211	211	N/A	N/A
NORTHBOUND	314	314	N/A	N/A	94	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	22

EAST-WEST CRITICAL VOLUMES ..... 397

NORTH-SOUTH CRITICAL VOLUMES ..... 336

THE SUM OF CRITICAL VOLUMES ..... 733

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.514

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

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CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PM PEAK HOUR  
CASE: FUTURE (2003) WEEKDAY "NON-SCHOOL MONTHS" WITH PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	199	310	4	0
EASTBOUND	5	216	206	0
NORTHBOUND	614	15	81	199
SOUTHBOUND	2	3	17	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	199	N/A	157	157	N/A	N/A
EASTBOUND	5	N/A	211	211	N/A	N/A
NORTHBOUND	314	314	N/A	N/A	81	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	22

EAST-WEST CRITICAL VOLUMES ..... 410

NORTH-SOUTH CRITICAL VOLUMES ..... 336

THE SUM OF CRITICAL VOLUMES ..... 746

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.524

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

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CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: EXISTING (2000) WEEKEND "NON-SCHOOL MONTHS"

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** MIN ON GREEN	RIGHT TURNS MAX ON RED	**
WESTBOUND	149	224	3	0	
EASTBOUND	4	173	165	0	
NORTHBOUND	492	12	75	149	
SOUTHBOUND	2	3	14	0	

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	149	N/A	114	114	N/A	N/A
EASTBOUND	4	N/A	169	169	N/A	N/A
NORTHBOUND	252	252	N/A	N/A	75	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	19

EAST-WEST CRITICAL VOLUMES ..... 318

NORTH-SOUTH CRITICAL VOLUMES ..... 271

THE SUM OF CRITICAL VOLUMES ..... 589

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.413

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

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CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1. FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: FUTURE (2003) WEEKEND "NON-SCHOOL MONTHS" W/O PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** MIN ON GREEN	RIGHT TURNS MAX ON RED	**
WESTBOUND	158	238	3	0	
EASTBOUND	4	184	175	0	
NORTHBOUND	522	13	80	158	
SOUTHBOUND	2	3	15	0	

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	158	N/A	120	120	N/A	N/A
EASTBOUND	4	N/A	180	180	N/A	N/A
NORTHBOUND	268	268	N/A	N/A	80	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	20

EAST-WEST CRITICAL VOLUMES ..... 338

NORTH-SOUTH CRITICAL VOLUMES ..... 288

THE SUM OF CRITICAL VOLUMES ..... 626

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.439

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

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CRAIN AND ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, FOOTHILL BOULEVARD AND OSBORNE STREET  
DATE: 04-06-2000 INITIALS: KML PERIOD: PEAK HOUR  
CASE: FUTURE (2003) WEEKEND "NON-SCHOOL MONTHS" WITH PRJ

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	169	265	3	0
EASTBOUND	4	225	175	0
NORTHBOUND	522	13	86	169
SOUTHBOUND	2	3	15	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	1	3
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	134	134	N/A	N/A
EASTBOUND	4	N/A	200	200	N/A	N/A
NORTHBOUND	268	268	N/A	N/A	86	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	20

EAST-WEST CRITICAL VOLUMES ..... 369  
NORTH-SOUTH CRITICAL VOLUMES ..... 288

THE SUM OF CRITICAL VOLUMES ..... 657

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*

CMA VALUE ..... 0.461

LEVEL OF SERVICE ..... A

\* Northbound and Southbound approaches have opposed signal phases.

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04-06-2000, 5:12 PM

2. Adopt the Resolution approving an amendment to Contract No. C0209639 with the State of California Department of Parks and Recreation to transfer \$1 million of the County's Roberti-Z'berg-Harris Block Grant Program funds, granted under Proposition 40, to the City of Los Angeles for the construction of the new Children's Museum.
3. Authorize the Chief Executive Office to file the Resolution with the State Department of Parks and Recreation, Office of Grants and Local Services, and to take all appropriate actions to execute the grant amendment upon approval as to form by County Counsel.

### **PURPOSE /JUSTIFICATION OF RECOMMENDED ACTIONS**

Approval of the recommended actions will allow the County to amend its Proposition 40 grant contract with the State to transfer \$1 million of its allocation to the City of Los Angeles (City) as a contribution to the construction of the new Children's Museum. The transfer of grant funds will be accomplished through the amendment of the County's Proposition 40 Roberti-Z'berg-Harris (RZH) Block Grant contract with the State to reduce its allocation by \$1 million, and an amendment to the City's Proposition 40 RZH Block Grant contract with the State to increase its allocation by \$1 million.

On December 2, 2003, your Board adopted a Resolution approving the submittal of grant applications to the State for a maximum of \$19,705,276 in Proposition 40 RZH Block Grant funds. These funds are for the purposes of acquisition and development of neighborhood, community, and regional parks and recreational areas. The grant funds were distributed among the County's five supervisorial districts for use on priority projects.

The Third Supervisorial District has committed \$1 million from its allocation of Proposition 40 RZH Block Grant funds as a contribution for the construction of a new Children's Museum in the City. The new Children's Museum is approximately 57,000 square feet, and will include interactive exhibits, a theater, didactic playground, resource center, museum store, party room, infant and toddler room, a café, teen headquarters, administrative offices, and a public conference room. The Children's Museum will provide a valuable cultural and educational experience for children of all age groups. Visitors are expected to come from five counties – Los Angeles, Ventura, San Bernardino, Riverside and Orange – and beyond.

### **Implementation of Strategic Plan Goals**

These actions meet the County Strategic Plan Goal of Children and Families' Well-Being (Goal 5) as a contribution to the City's new Children's Museum project has

DOCUMENT FILED  
City Clerk's Office

JUN 20 2000

J. MCCORMACK, COUNTY CLERK

DEPUTY

NOTICE OF  
DETERMINATION

(Article V, Section 7; Article VI, Section 11 City CEQA Guidelines)

Date: JUN 09 2000

Certified by: [Signature]

No: BE029-08

Public Resources Code Section 21152(A) requires local agencies to submit this information to the County Clerk. The filing of this notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City State) City of Los Angeles Department of Public Works, Bureau of Engineering, Environmental Management, Program Management Division, Proposition K-LA For Kids Program, 650 S. Spring Street, Suite 700, Los Angeles, CA 90014-1915

COUNCIL DISTRICT  
#7

PROJECT TITLE (Including its common name, if any) LOS ANGELES CHILDREN'S MUSEUM - HANSEN DAM SITE (W.O. E1903426)

PROJECT DESCRIPTION AND LOCATION: The proposed project entails lease, by the Los Angeles Childrens Museum, of a 0.85 acre City of Los Angeles, Department of Recreation and Parks, owned site; and relocation and expansion of the existing Los Angeles Children's Museum from downtown Los Angeles to the site. Project implementation would involve the construction and operation of a 2-story children's museum with a total of 80,000 square feet, landscape areas, access drives, bus pick-up and drop-off areas, and parking (including bus parking, handicapped stalls and employee parking). The project would also include an Environmental Awareness component, including interpretive area, information desk and offices for park rangers. Project will also include vacation of Stonehurst Street from Osborne Street to its terminus at the Hansen Dam Recreation Center property line, and use of the vacated property for the new Childrens Museum, and possible lease and use of a portion of the adjacent, City of Los Angeles-owned, property, located at 12002 Osborne Street.

The proposed project site is located adjacent to the Hansen Dam Recreation Area, at the southeast corner of the intersection of Osborne Street, Foothill Boulevard and Stonehurst Street, within the Sunland - Tujunga - Lakeview Terrace - Shadow Hills Community Planning District, within the City and County of Los Angeles.

CONTACT PERSON

Neil Drucker

STATE CLEARINGHOUSE NUMBER

2000041091

TELEPHONE NUMBER

(213) 847-8695

This is to advise that on May 24, 2000 the City Council of the City of Los Angeles approved the above described project and has made the following determinations:

SIGNIFICANT  
EFFECT

- ☐ Project will have a significant effect on the environment.  
☒ Project will not have a significant effect on the environment.

MITIGATION  
MEASURES

- ☒ Mitigation measures were made a condition of project approval.  
☐ Mitigation measures were not made a condition of project approval.

OVERRIDING  
CONSIDERATION

- ☐ Statement of Overriding Considerations was adopted.  
☐ Statement of Overriding Considerations was not adopted.  
☒ Statement of Overriding Considerations was not required.

ENVIRONMENTAL  
IMPACT REPORT

- ☐ An Environmental Impact Report was prepared for project and may be examined at the Office of the City Clerk.  
☒ An Environmental Impact Report was not prepared for the project.

NEGATIVE  
DECLARATION

- ☒ A Negative Declaration or Conditional Negative Declaration was prepared for project and may be examined at the Office of the City Engineer.  
☐ A Negative Declaration or Conditional Negative Declaration was not prepared for the project.

THIS NOTICE WAS POSTED

JUN 20 2000

UNTIL JUL 20 2000

SIGNATURE

Neil Drucker

TITLE

Environmental Super. II

DATE

REGISTRAR-RECORDED MAY 30 2000

DISTRIBUTION: Part 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Record Part 4 - Resp. State Agency  
Form Gen. 156 (6/91) (Appendix D)

**Addendum to the Adopted  
Mitigated Negative Declaration for the  
Los Angeles Children's Museum  
at Hansen Dam**

**State Clearinghouse No. 2000041091**

**Prepared for:**

**City of Los Angeles  
Recreation and Parks Department**

**Prepared by:**

**Impact Sciences, Inc.  
803 Camarillo Springs Road, Suite A  
Camarillo, California 93012**

August 2005

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B - Statistical Research, Inc., Cultural Resources Assessment Report

## 1.0 INTRODUCTION

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This document is an Addendum to the Adopted Mitigated Negative Declaration (MND) for the Los Angeles Children's Museum at Hansen Dam (SCH No. 2000041091). In May 2000, after a public hearing, the City of Los Angeles (City) adopted the MND in accordance with the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*, and adopted the discretionary land use approvals (Use Permit) for the Los Angeles Children's Museum Hansen Dam site (Approved Project).

The Los Angeles Children's Museum at Hansen Dam Project examined in the adopted MND included the construction and operation of a new Children's Museum on an approximately 1.6-acre site, located at the northern boundary of the Hansen Dam Recreation Area in northeastern San Fernando Valley. Components of the project included an approximately 80,000-square-foot structure, consisting of two floors, outdoor ancillary facilities, landscape areas and access drives, which include bus pick-up and drop-off areas.

This Addendum addresses the Revised Project, which includes a reduction in structural square footage of the building, and an increase in the total acreage of the project site. Specifically the Revised Project's structure is proposed to be approximately 56,000 square feet. This is a 24,000-square-foot difference from the Approved Project's proposed 80,000-square-foot structure ( $80,000 - 56,000 = 24,000$ ). In addition, under the Revised Project the project site is increasing from approximately 1.6 acres to 2.5 acres. This additional project site area will be used to develop a garden area and will be located on Army Corps of Engineers (ACOE) land. The ACOE has prepared the National Environmental Policy Act (NEPA) documentation for the Revised Project, which is an Environmental Assessment.

As discussed below, this Addendum has been prepared because of minor reduction in the structural square footage and slight increase in acreage of the project site, do not trigger the need for further environmental analysis in a subsequent Negative Declaration (ND) under the requirements of CEQA and the *CEQA Guidelines*.<sup>1</sup>

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<sup>1</sup> 2005 *CEQA Guidelines* Section 15164 (ND Addendum) and Section 15162 (subsequent ND).



## 1.1 Purpose of an Addendum

Under CEQA, an addendum to an adopted ND may be prepared if only minor technical changes or additions are necessary, or if none of the conditions described in Section 15162 of the *CEQA Guidelines* have occurred (*CEQA Guidelines* Section 15164(b)). The conditions are as follows below:

When an ND is adopted for a project, no subsequent ND should be prepared unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following conditions (*CEQA Guidelines* Section 15162(a)):

- (1) Substantial changes are proposed, or have occurred, in the project or its circumstances, which will require major revisions in the previously certified ND due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects (*CEQA Guidelines* Section 15162(a)(1), (2)); or
- (2) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previously certified ND was complete, shows any of the following:
  - (a) The project will have one or more significant effects not discussed in the previously certified ND;
  - (b) Significant effects previously examined will be substantially more severe than shown in the certified ND;
  - (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (d) Mitigation measures or alternatives, which are considerably different from those analyzed in the certified ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (*CEQA Guidelines* Section 15162(3)(A)-(D)).

An addendum need not be circulated for public review but can be included in or attached to the adopted ND. The decision making body shall consider the addendum with the final adopted ND prior to making a decision on the project (*CEQA Guidelines* Section 15164(c-d)).

This Addendum to the previously adopted MND for the Los Angeles Children's Museum at Hansen Dam has been prepared because the evaluation of the structural reduction changes and increase in project size do not give rise to any of the circumstances requiring a subsequent ND. As shown in this Addendum, the changes to the project reflect some minor area changes. Specifically this Addendum shows that (1) no substantial changes are proposed, or have occurred, which will require major revisions

to the previously adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects and (2) no new information results in any new or more severe significant effects not discussed or shown in the previously-adopted MND.

This Addendum also demonstrates that there are no new or different mitigation measures or alternatives that would substantially reduce one or more significant effects of the Los Angeles Children's Museum at Hansen Dam Project that are not adopted because the project does not identify or require adoption of any further mitigation measure or alternative beyond those provided in the adopted MND for the project. The Addendum relies on the adopted MND and the related administrative record.

## 2.0 PROJECT DESCRIPTION

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### 2.1 Approved Project

The following is a summarized description of the Approved Project as evaluated in the adopted MND.

#### Project Location

As illustrated in Figure 1, Regional Location, and Figure 2, Site Vicinity, the Approved Project was proposed to be located on an approximately 1.6-acre<sup>2</sup> site at the northern boundary of the Hansen Dam Recreation Area in the northeastern San Fernando Valley. Specifically, the location of the site was proposed at the south side of Foothill Boulevard, along the south side of Osborne Street, just east of Stonehurst Avenue. The Department of Recreation and Parks owns the Approved Project site.

#### Development Characteristics

Under the Approved Project, a vacant, approximately 1.6-acre (69,696 square feet) site would be developed with a two-story museum building. The building footprint would be approximately 40,000 square feet, and the total museum space would be approximately 80,000 square feet. Of this total space, approximately 60 percent would be devoted to exhibit and front-of-house space. Approximately 30 percent of the building would be devoted to administrative uses. The remaining 10 percent would be devoted to storage. The remainder of the project site outside the building footprint (i.e., 69,696 square feet - 40,000 square feet = 29,696 square feet) would be used for employee and visitor parking, bus-turnaround, access drives and other ancillary uses.

#### Operation

Ultimately, the Approved Project would employ approximately 40 persons for its daily operations. Operating hours are expected to remain unchanged from the existing Children's Museum. During the school year, which runs from September through June, the new Children's Museum will be open on weekdays to student tour groups only. Generally, two scheduled sessions will be available for student tour groups. These are 9:15 AM to 11:00 AM and 11:15 AM to 1:00 PM. The size of the tour groups would range from 100 to 300 students per session, for a total maximum of 600 students per day.

---

<sup>2</sup> The size of the site includes approximately 15,000 square feet of a portion of the proposed library site and a vacated portion of Stonehurst Avenue.

Figure 1, Regional Location

Figure 2, Site Vicinity

Students are expected to be bused to the Children's Museum during the scheduled tour sessions. The Children's Museum will be open to the general public only on weekends during the school year. At this time, the Children's Museum is open from 9:00 AM to 5:00 PM.<sup>3</sup>

During the summer months when school is not in session, the Children's Museum will be open seven days a week. Hours of operation during this period are 9:00 AM to 5:00 PM during the week, and 10:00 AM to 5:00 PM on weekends.

## 2.2 Revised Project

### Project Location

The Revised Project is proposed to be located on an approximately 2.5-acre site at the northern boundary of the Hansen Dam Recreation Area in the northeastern San Fernando Valley (refer to Figures 1 and 2). The 2.5-acre site includes the area of land, which was proposed to be used in developing the Approved Project. Specifically, the location of the Revised Project is at the south side of Foothill Boulevard, along the south side of Osborne Street, just east of Stonehurst Avenue. The Department of Recreation and Parks owns the Approved Project site. Specifically, the location of the site is at the south side of Foothill Boulevard, along the south side of Osborne Street, just east of Stonehurst Avenue. The Department of Recreation and Parks own the majority of the site. A small portion of the project site on the eastern side is owned by the ACOE. The site is adjacent to the Lakeview Terrace Branch Library (formerly Sunland Branch Library), which is located at 12002 Osborne Street. To the north of the project site, approximately one-quarter mile away, is the Interstate 210 (Foothill) Freeway.

### Development Characteristics

The Revised Project would develop a vacant, approximately 1.4-acre (60,984 square feet) site owned by the City with a two-story museum building and 1.1-acre site (45,000 square feet) owned by the ACOE with a garden area (refer to Figure 3, Project Site Plan). Overall, under the Revised Project the project site would be increased by 0.9 acre. The Revised Project building footprint would be approximately 37,000 square feet, and the total museum space would be approximately 56,000 square feet. This would be a reduction under the Revised Project of approximately 24,000 square feet of building area when compared to the Approved Project. Of this total space, approximately 60 percent would be devoted to

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<sup>3</sup> They Ta, City of Los Angeles Children's Museum, telephone interview, June 5, 1998.

Figure 3

exhibit and front-of-house space. Approximately 30 percent of the building would be devoted to administrative uses. The remaining 10 percent would be devoted to storage. The remainder of the project site outside the building footprint (i.e., 60,984 square feet - 37,000 square feet = 23,984 square feet) would be used for the garden service yard, access drives and other ancillary uses.

Under the Revised Project, the majority of the project will be constructed on land under the authority of the City. However, as stated earlier, a portion of the project is located on land under the jurisdiction of the ACOE. The jurisdictional boundary that indicates the land that is under the authority of the City and the land under the authority of the ACOE is illustrated in Figure 3. As can be seen in the figure, between the eastern boundary of the City property and the Lopez Canyon flood control channel, is a triangular parcel under the authority of the ACOE. Within the area under the authority of the ACOE, the project will include the following components:

- A landscaped perimeter wall and an entry gate to create the museum garden.
- Attached to the entry gate will be a one-story building element of approximately 2,500 square feet, which would contain the box office, museum store, and restroom facilities.
- The secured museum garden includes an earth berm/storm water retention basin, irrigated sod, decomposed granite, and existing trees to create a shaded playground.

The ACOE has already prepared the NEPA documentation for the Revised Project uses on ACOE land. Documentation by the ACOE included the preparation of Categorical Exclusion.

## *Operation*

Under the Revised Project, the Children's Museum will be open to the public seven days a week year round with hours of 8:00 AM to 7:00 PM. Hours might be extended in the evening to accommodate possible special events such as holidays, overnight campouts, social events, nature walks and astronomy programs. Generally, two to three scheduled sessions will be available for student tour groups. The size of the tour groups would range from 100 to 300 students per session. Students are expected to be bused to the museum during the scheduled tour sessions.



## 3.0 ENVIRONMENTAL ANALYSIS

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### 3.1 Land Use Planning

The Revised Project site, like the Approved Project site, is located within the Sunland-Tujunga-Lake View Terrace-Shadow Hills Community Plan area (Sunland Community Plan). This Sunland Community Plan represents the focused land use planning document that regulates land uses in the project area. The Sunland Community Plan contains policies and standards from the City's generalized General Plan Elements such as Open Space Plan and Conservation Plan, and focuses them more narrowly on the environmental and land use characteristics unique to this specific portion of the City. The Sunland Community Plan designates site as highway-oriented commercial.

The zoning classification for the site is limited commercial (CR). Allowable uses include, but are not limited to, banks or financial institutions, club or lodge, museum or library, school or educational institution, office, church, parking, playground, or community center. The Revised Project, like the Approved Project, is consistent with the uses allowed by the General Plan and zoning designation for the site. The Revised Project, like the Approved Project, would not conflict with applicable environmental plans and policies (i.e., Sunland Community Plan or City Planning and Zoning Code) adopted by agencies with jurisdiction over the site. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The site is a vacant lot located along a major transportation corridor. No sensitive land uses are located west of the property (vacant lot and commercial). Open space and recreational uses are located immediately to the east and south within the Hansen Dam Recreation Area. Hansen Dam provides a variety of recreational opportunities in the form of open play area, water sport, and picnic activities. The construction of a museum at this location would prove complementary to existing uses within this recreation area. North of the project site opposite Foothill Boulevard is a multi-family apartment complex, which is partially screened from the project site by a perimeter wall and covered parking stalls. Human presence and activity associated with the operation of the proposed museum would be similar in nature to recreational activity generated by users of the Hansen Dam Recreation Area. The Revised Project, like the Approved Project, would not result in an incompatible land use. No new or substantially greater significant impacts would occur with implementation of the Revised Project.

There are no agricultural resources or activities on or in the vicinity of the proposed project site. The Revised Project, like the Approved Project, would not affect agricultural resources or operations. No new or substantially greater significant impacts would occur with implementation of the Revised Project.

The project site is currently vacant, and the Revised Project, like the Approved Project, implementation would neither divide nor disrupt the arrangement of any established community. No new or substantially greater significant impacts would occur with implementation of the Revised Project.

### 3.2 Population and Housing

The Revised Project, like the Approved Project, is not anticipated to result in substantial growth-inducing effects since it involves the relocation of an existing institutional facility. During construction, the work force is anticipated to be drawn from the existing labor pool in the Los Angeles County area. Operational work force would increase incrementally from the current full-time work force of approximately 18 employees to 40 full-time employees. Some minor additions of new part-time staff would also occur under the Revised Project, like the Approved Project. However, this increase in staff is not considered to be a significant impact when compared with the existing labor pool. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Housing units do not currently exist on the site and are not a component of either the Approved Project or Revised Project; therefore, population projections and displacement of existing housing would not be affected. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.3 Geophysical

Geologic studies have found that the Los Angeles Basin (inclusive of the project site) is a geologically complex area with over 100 active faults. Studies completed since 1994 indicate that the six major fault systems in the Los Angeles area are capable of generating large earthquakes. Studies have shown that the nearby area could be affected by moderate to large earthquakes (magnitude 6.5 to 7.5) on the nearby Verdugo, Hollywood, Sierra Madre, San Fernando, and San Andreas Faults. The fault closest to the project site is the San Fernando Fault. Design and construction of the structures located on the site under the Revised Project, like the Approved Project, would be developed in accordance with the Uniform Building Code seismic safety requirements (which is a City requirement). This would reduce the risk of impacts to the maximum extent under either the Approved Project or Revised Project. No new or substantially greater significant impact would occur with implementation of the Revised Project.

According to Bureau of Engineering maps for the City, surficial soils consist of recent quaternary alluvium made of generally unconsolidated stream deposits of sand, silt, and gravel from the nearby San Gabriel Mountains. Based on the type of soils, and the location of the site within the historic floodplain of the Big Tujunga Wash, there is the potential for liquefaction. Under the Revised Project, like the Approved Project, the potential for structural damage and risk to persons does exist without the incorporation of ground improvements/techniques to reduce movement of the structure. Depending on the estimated severity of liquefaction, which would be determined by conducting a design level geotechnical investigation, deep ground improvement techniques may include, but are not limited to, the following alternatives: (1) in-situ densification by means of deep dynamic compaction (DDC) and associated subsurface drains; (2) vibro replacement (stone columns) and vibroflotation; (3) compaction grouting or chemical stabilization employing pressure techniques; and (4) special structural design consisting of deep foundations and self-supporting structural floor slabs to transfer loads below zone(s) of concern, or implementation of a thick mat foundation. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Construction activity associated with site development may result in wind and water driven erosion of soils. This is considered short term for it is considered an impact during construction. Under the Revised Project, like the Approved Project, the use of Best Management Practices (BMPs) would reduce any impact. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.4 Water

Site development under the Revised Project, like the Approved Project, would result in a lower level of permeability than the existing condition of the site, thereby requiring more storm water to be collected and drained into the adjacent storm drains where it ultimately outfalls to the Los Angeles River. Project storm water drainage plans will be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans shall meet all design requirements for detention and release of run-off so that no impact to downstream facilities would occur. In addition, during construction, the Revised Project, like the Approved Project, will be required to implement standard BMPs for small construction sites. Implementation of required BMPs would substantially reduce erosion, deposition, and related effects. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The project site is located in the historic floodplain of the Tujunga Wash, but is not located in either the 100-year or 500-year floodplain. Project design will comply with all applicable codes and regulations

pertaining to flood control in the project area. The potential for flooding to occur in the project area is, therefore, minimal. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.5 Air Quality

To determine whether the Revised Project has the potential to generate significant construction-related emissions, the South Coast Air Quality Management District's (SCAQMD) Screening Table has been used.<sup>4</sup> For educational uses, such as the proposed project, the threshold identified in the SCAQMD Screening Table is a ground floor area of 660,000 square feet. In comparison, a total of 56,000 square feet is proposed for the 2.5-acre site. As shown, the Revised Project, like the Approved Project, total square footage is substantially below the SCAQMD threshold of significance. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Operation emissions will be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupation. Stationary emissions will be generated by the consumption of natural gas for space and water heating devices (including boilers), and from electric power generation sources. Mobile emissions would be generated by motor vehicles traveling to and from the project site. The SCAQMD's *CEQA Air Quality Handbook* Screening Table for operation indicates that educational uses that exceed 150,000 square feet are considered to have the potential to significantly affect air quality<sup>5</sup> and further study is required. Given that the Revised Project is only 56,000 square feet in size (which is 24,000 square feet smaller than the Approved Project), operation-related emissions are not considered significant based on the screening level criteria developed by SCAQMD. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, consists of construction and operation of a museum facility for children, and may include small-scale food preparation services for children. No significant odors are anticipated from the type of use proposed. Any unforeseen odors will be controlled in accordance with SCAQMD permit requirements for proper air filtration and SCAQMD Rule 402, which prohibits persons from discharging quantities of air contaminants that cause nuisance to any considerable number of persons. No new or substantially greater significant impact would occur with implementation of the Revised Project.

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<sup>4</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. 6-12, SCAQMD, 1993.

<sup>5</sup> Ibid.

### 3.6 Transportation/Circulation

The following discussion is based on a letter report prepared by Crain & Associates for the Children's Museum in July 2005. A summary of the information contained in the letter report is provided below. A complete copy of the report is contained in Appendix A to this Addendum.

#### Analysis of Future (2007) Traffic Conditions (Without and With Project)

The analysis of future traffic conditions at the study intersections was performed using Critical Movement Analysis procedures. For an analysis of future project traffic impacts, the current roadway system's characteristics were assumed to prevail. Future (2007) benchmark traffic volumes for the "without project" condition were determined by combining area traffic growth with new traffic generated by related projects.

The results of the future year analyses are summarized below in Table 1, Critical Movement Analysis Summary - Future (2007) Conditions With Project. (The Critical Movement Analysis calculation worksheets are contained in Appendix A.)

**Table 1**  
**Critical Movement Analysis Summary**  
**Future (2007) Conditions With Project**

Intersection	Peak Hour	Future (2007) Without Project		Future (2007) With Project		Impact
		CMA	LOS	CMA	LOS	
Foothill Boulevard and Osborne Street (north of I-210)	AM	0.481	A	0.482	A	0.001
	PM	0.483	A	0.483	A	0.000
	Weekend	0.394	A	0.396	A	0.002
Foothill Boulevard and Osborne Street (south of I-210)	AM	0.887	D	0.915	E	0.028
	PM	0.771	C	0.785	C	0.014
	Weekend	0.696	B	0.698	B	0.002
Glenoaks Boulevard and Osborne Street	AM	0.933	E	0.933	E	0.000
	PM	0.778	C	0.786	C	0.008
	Weekend	0.486	A	0.511	A	0.025
Foothill Boulevard and I-210 EB ramps	AM	0.485	A	0.497	A	0.012
	PM	0.522	A	0.539	A	0.017
	Weekend	0.363	A	0.399	A	0.036
Foothill Boulevard and I-210 WB ramps	AM	0.499	A	0.505	A	0.006
	PM	0.528	A	0.543	A	0.015
	Weekend	0.375	A	0.399	A	0.024
Dronfield Avenue and Osborne Street	AM	0.579	A	0.584	A	0.005
	PM	0.555	A	0.585	A	0.030
	Weekend	0.351	A	0.436	A	0.085

LOS = level of service.

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The Revised Project, like the Approved Project, is expected to add nominal traffic to the surrounding area. However, there is the potential for one significant traffic impact based on Los Angeles Department of Transportation (LADOT) standards at the intersection of Foothill Boulevard and Osborne Street. In order to reduce the project impact to a level of insignificance the Children's Museum proposed to alter the westbound direction of Foothill Boulevard at Osborne Street (south). The existing left turn lane, one through lane, and one shared through/right-turn lane would be altered to one left-turn lane, one shared left/through lane, and one shared through/right lane. An additional phase would be added to the traffic signal timing to provide opposed phasing in the east and westbound direction. This improvement will accommodate increased westbound left-turn traffic volumes anticipated in future conditions. The implementation of these improvements will result in the intersection operating at Level of Service (LOS) C during the AM, PM, and weekend peak hour. With incorporation of mitigation, no new or substantially greater significant impact would occur with implementation of the Revised Project.

For institutional uses similar to that of the Children's Museum (i.e., philanthropic institution), the City requires one parking space per every 500 square feet of project area. Based on City parking requirements, the Children's Museum would require approximately 112 parking spaces (80,000 square feet/500 square feet per stall = 112 stalls). It is noted that City code does not allow off-site parking to be located more than 750 feet away from a project site.<sup>6</sup> The Revised Project, like the Approved Project, adequate Department of Recreation and Parks parking is readily available within the Hansen Dam Recreation Area, that would meet peak parking demands as well as City code. Therefore, land is available on the project site and off site to provide sufficient parking to meet project demand without significant impact. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.7 Biological Resources

The project site consists of a vacant lot that is located in a developed portion of the northeast San Fernando Valley. The site is completely devoid of vegetation except for a single palm tree located adjacent to Stonehurst Avenue and a small row of pine trees adjacent to the southeast corner of the site. The location of these trees is within the new area added to the project site, which is under jurisdiction of the ACOE. As part of the project, prior to construction or site preparation activities that would occur during the nesting/breeding season of native bird species potentially nesting on the site (February through July), the applicant shall retain the services of a qualified to conduct on-site surveys to determine if active nests of special-status and common bird species protected by the Migratory Bird Treaty Act

<sup>6</sup> City of Los Angeles Planning and Zoning Code, Section 12.21 A4(c)(7).

and/or the California Fish and Game Code are present within 50 feet of the construction zone. Appropriate measures would be defined in the event that bird species are identified. This will allow for biological impacts within the area of the ACOE to be less than significant impact under the Revised Project. As far as the property owned by the City is concerned, no new or substantially greater significant impact would occur with implementation of the Revised Project.

No threatened/endangered or rare species or their habitats, locally designated species, locally-designated natural communities, wetland habitats, or wildlife corridors are known to exist on the project site. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.8 Energy and Mineral Resources

The Revised Project, like the Approved Project, implementation would involve the use of non-renewable natural resources such as petroleum resources, for gasoline/diesel fuel, and electricity, during and after construction. At the present time, and in the foreseeable future, petroleum resources are readily available commercially, and the project is not anticipated to result in a significant impact on these resources. Further, the Uniform Building Code (UBC) requires all new buildings to meet energy efficiency standards. The Revised Project, like the Approved Project, would comply with all applicable City codes and regulations regarding energy conservation, including the requirements of the UBC. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Sunland Community Plan does not indicate the existence of any mineral resources on the project site. Implementation of Revised Project, like the Approved Project, is, therefore, not anticipated to result in the loss of availability of a known mineral resource that would be of future value to the region and California residents. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.9 Hazards

The City of Los Angeles Bureau of Engineering prepared an Initial Site Investigation in June of 1997 for a property located directly east of the project site, opposite Osborne Street. That study indicated that the project site was developed with a gasoline station from 1953 until its demolition in March of 1970. The underground storage tank was removed and the pit backfilled at that time. This report found that on-site soils could be contaminated with hydrocarbons from the underground storage tank. Consequently, it was recommended within the MND that a prior to any construction activity on the site, an audit should be performed to confirm the site's historical use as a gasoline station. If this audit confirms that the site



was previously developed with a gasoline station, then a Phase II site assessment shall be conducted to identify the presence or absence of contaminated soil and groundwater on site. If necessary, the Phase II shall include recommendations on the removal, disposal, and treatment of any contaminated soil or groundwater.

An audit to implement the mitigation measure recommended in the MND was subsequently completed, and it recommended that a soil vapor survey be conducted to target potential problem areas on the project site (namely, the gasoline station). Optimal Technology subsequently completed a soil vapor investigation to screen for possible chlorinated solvents and aromatic hydrocarbons of the project site on October 13, 2000. The objective of the investigation was to determine if soil vapor contamination was present in the subsurface soil, and if possible determine potential source areas. To achieve this objective, Optimal Technology extracted a total of 20 vapor samples from 20 locations throughout the site. During the vapor investigation, no compound was detected above the detection limit of 1.0 µg/L for the individual compounds. No further mitigation measures were recommended by the study. Consequently, there are no issues related to human health associated with either the Approved Project or Revised Project. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans, as well as fire protection and security. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, must comply with all applicable codes and regulations pertaining to fire protection. These requirements include, but are not limited to, items such as type of roofing materials, building construction, fire hydrant flows, hydrant spacing, access and design, fire sprinkler systems, and other hazard reduction programs, as set forth by the Los Angeles Fire Department (LAFD) and the Uniform Fire Code. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.10 Noise

Construction of the Revised Project, like the Approved Project, would be required to comply with the City of Los Angeles Noise Ordinance, and all applicable City codes and regulations for noise control (e.g., Ordinance No. 144,331). Further, the Revised Project, like the Approved Project, would be required to implement a construction traffic plan (including the identification of truck haul routes) approved by the

City. The Children's Museum will be enclosed and no amplified noise sources will be located outdoors. External noise sources associated with project operation will involve busing of children to and from the Children's Museum, on-site conversation of children during arrival and departure, and noise generated by the recreational activities of children. It is expected that operation of the Revised Project, like the Approved Project, would generate noise similar to that generated by the existing uses in the site vicinity. Further, the presence of the existing wall and distance between the project site and the apartment complex serves to attenuate noise generated by project construction and operation. Therefore, the Revised Project, like the Approved Project, noise impacts would not be considered significant. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Noise is measured on a logarithmic scale of sound pressure known as a decibel (dB). Overall, the Revised Project, like the Approved Project, would increase ambient noise conditions on along existing study roadways by 0.0 to 3.3 decibel (dB(A)) Community Noise Equivalent Level (CNEL) over existing levels. The greatest increase in noise of 3.3 dB(A) would occur on Dronfield Avenue east of Osborne Street. This increase is directly related to the fact that this portion of Dronfield supports limited daily vehicular trips. However, the resulting noise level on this portion of Dronfield Avenue would remain below the "normally acceptable" noise threshold utilized by the City for residential land uses. All other roadway noise level increases at existing study roadways that would result from the Revised Project, like the Approved Project, would not be noticeable (i.e., greater than 3 dB(A)), and would not result in the threshold criteria being exceeded. Therefore, noise impacts to uses along these roadways due to the Revised Project, like the Approved Project, would be less than significant. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.11 Public Services

Development of the Revised Project, like the Approved Project, would increase the demand for fire protection services. However, the Revised Project, like the Approved Project, would not contain uniquely hazardous uses that represent a high fire risk. Further, the Revised Project, like the Approved Project, would comply with all applicable state and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City (C.P.C. 19708). As part of the project's environmental review process, the LAFD would review the development proposal and set the required fire flow and make recommendations for fire protection. Improvements to the water system (e.g., hydrants) may be required to provide the required fire flow for the project. The project shall bear the cost of any such improvements. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Development of the Revised Project, like the Approved Project, would create an increase in the demand for police protection. However, the Revised Project, like the Approved Project, does not contain uses that are considered to generate unusual or unique calls for service, and the project site is located within an existing response area. Further, the Revised Project, like the Approved Project, would be required to comply with all applicable codes and regulations pertaining to police protection and site security. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, would not result in direct impacts to local resident populations to the project area. As a result, implementation of the Revised Project, like the Approved Project, would have no impact on schools. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, would contribute to the general usage, over time, of various public facilities, including roadways, storm drain systems, water and wastewater infrastructure, and other governmental services. However, the Revised Project, like the Approved Project, is consistent with the objectives of the Sunland Community Plan, and would comply with the service standards for public facility maintenance within this plan. In addition, the project and/or sponsor would pay to the City various facilities and service fees required for water, drainage, wastewater, landscaping and other governmental services. Payment of these required fees is expected to adequately cover the cost to maintain such facilities and any impacts to these facilities as a result of project implementation. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.12 Utilities and Service Systems

Water supply, treatment, and distribution services in the project area are provided by the City of Los Angeles Department of Water and Power. The project site is located within a developed area of the San Fernando Valley, which is furnished with an adequate water supply and distribution system. The City of Los Angeles Department of Water and Power can supply water to the site. According to growth projections in the Los Angeles General Plan Framework, the future supply of water will be sufficient to meet the growth-induced demands of the City, including the Sunland Community Plan area, to the year 2010. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The project site is located in a developed area, which contains an improved storm drain system that outfalls into the Los Angeles River. Storm water drainage plans must be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans must

meet all design requirements for detention and release of storm water so that no impact to drainage facilities would occur. Further, the Revised Project, like the Approved Project, would employ required BMPs for small construction sites during the construction period. No new or substantially greater significant impact would occur with implementation of the Revised Project.

The Revised Project, like the Approved Project, solid waste generation is anticipated to be higher than that currently generated on the project site. The Revised Project, like the Approved Project, would be required to comply with all applicable City codes and regulations pertaining to solid waste management, including recycling and composting. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.13 Aesthetics

The Revised Project, like the Approved Project, would cause a slight change in the overall visual character of the site and the surrounding area. However, these changes would not negatively affect a scenic approach or vista open to public views, nor would they result in an aesthetically offensive site or condition open to public view. The Revised Project, like the Approved Project, would be designed in accordance with the requirements of the City's Zoning Ordinance, including any variances granted by the city, and would incorporate landscaping around the site. No new or substantially greater significant impact would occur with implementation of the Revised Project.

Light sources would be oriented towards the ground and shielded or screened. This would prevent illumination from spilling into the surrounding neighborhood areas and interference with vehicle traffic. Consequently, the Revised Project, like the Approved Project, lighting and glare impacts are considered to be less than significant. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.14 Cultural Resources

Statistical Research, Inc. prepared a Cultural Resources Assessment (CRA) of the project site to assess the impact of the development of the site with the Revised Project. This CRA is included in Appendix B. Prior to the field survey, an archival records search was performed. The records search indicated that six archaeological sites and one historically-significant building were identified as a result of previous cultural assessments within a 1-mile radius of the project site. The project site was not identified during the archival records search.

Native American consultation involved writing a request to the Native American Heritage Commission (NAHC) to review the Sacred Lands Inventory for areas within and adjacent to the project area, as well as request the NAHC's recommendations for Native American tribes, groups, and individuals to consult. The NAHC indicated that no sacred lands are recorded in or near the project site.

Subsequently, an archaeological survey of the project site and trenching on the project site was conducted. No prehistoric or historical archaeological, or paleontological resources were identified during the survey or trenching. Nonetheless and consistent with the MND, the CRA indicated that that it is still possible resources may be found during the construction of the project. Thus, it was recommended that if archaeological or paleontological resources, including human remains, are uncovered during construction, all activities in the immediate vicinity should stop until a qualified archaeologist or paleontologist is contacted to assess the nature of the find and make recommendations for its treatment. No new or substantially greater significant impact would occur with implementation of the Revised Project.

### 3.15 Recreation

The Revised Project, like the Approved Project, does not contain a residential component, so no increase in the demand for parklands and related facilities are anticipated. In fact, the proposed project is a form of recreation, as it would provide an opportunity for people, especially children, to be exposed to the cultural arts. No new or substantially greater significant impact would occur with implementation of the Revised Project.

There are no recreational facilities or structures on the site that could be affected as a result of the Revised Project. However, the site is located immediately adjacent to landscaped picnic areas located within the Hansen Dam Recreation Area. Although the site will not be available as open space, or for passive recreational purposes such as picnicking and hiking, the Children's Museum itself is a recreational use and would provide opportunity for children to be exposed to the cultural arts, to be educated, and to be entertained. No new or substantially greater significant impact would occur with implementation of the Revised Project.